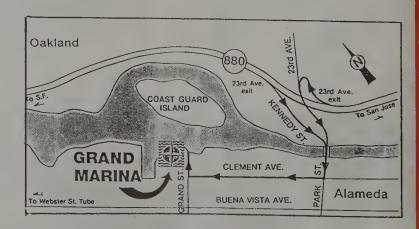


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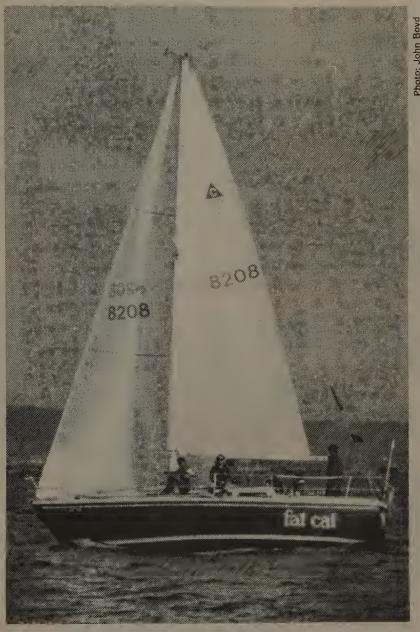
Take the 23rd Ave. exit off 880 to the Park St. Bridge. Turn right at the first light onto Clement St. Go one mile and turn right onto Grand St. and proceed to the marina.

The Cat's Meow

Fat Cat, Bev and Seth Bailey's Catalina 30, won six out of the season's ten races to become 1991 class champion.

Before the season began, Fat Cat was "repowered by Pineapples." A new mylar genoa was built in December of 1990, in time for the last few midwinter races. And a new main and spinnaker were completed before the first race last spring.

Fat Cat started the season with fast sails and ended the season with a trophy. Paws. And think about it...



FAT CAT*

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

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New Kids on the Dock; New Girl at the Helm

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We want to express our appreciation for a product, sales and service that stands out in an age when mediocrity is too often accepted and taken for granted...it is truly refreshing in this highly competitive world to see a domestic product so beautifully made. John Rankin, aboard Charisma, 31-225.

This is my fifth sailboat from as many manufacturers - I'll never own anything but an Island Packet from now on. Howard and Janice Berger, aboard Aquarius, 31-167.

Such good light air performance should convince sailors that 'full keel' does not necessarily mean slow. SAIL, February 1990.

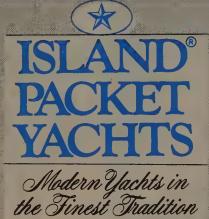
We have reviewed few boats whose owners are more uniformly enthusiastic. This applies to the company as well as the boat itself. Practical Sailor, September 1991.



l our(ing) the plant, we were treated not as intruders but more like members of a big family...it is no wonder Island Packet is one of America's most successful sailboat builders. Sailing, September 1991.

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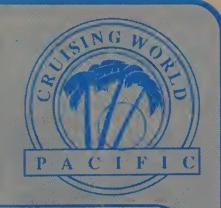
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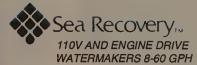
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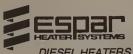


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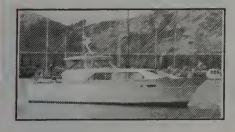
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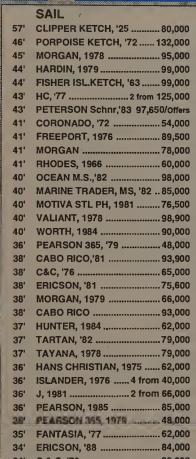
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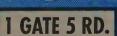
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Diane Murray Ericson 32' Catalina 34'

Dave & Tana Black Crealock 37' James Ellis Catalina 30'

Happy Holidays

to all those we have served

in 1991

and years past.

To all those who will buy their boat from

Bill Gorman Yachts in 1992,

Happy New Year!

Jack Isaacs Peter Grewer Hunter 45 Pearson 36' Mike Travis

Rick Rothman

Ericson 38'

Helder Quaresma Lancer 36' Ken Holly Earl Thompson Ranger 33' Columbia 36'

(415) 865-6151

FAX (415) 865-1220

Adam Sadea

Jack Meagher



Dora & Dick Williams Islander Bahama 30'

Harry & Alicia Williams Islander 36'

Fred & Shelley Engelhard Newport 33'

Tom & Jeanine Patrick Ericson 38'

> Dave & Mary Utley C& C41'

Richard & Carol Swanson Sea Star 41'

> John Fulbright Ericson 34'

Al & Sandra Fricke Valiant 40'

James & Donna Lewis Ericson 27'

Jim & Marie Furnanz Santana 30'

Columbia 9.6 Grady Meadows & Kate Bishop Challenger 40

BAY & COASTAL CRUISERS

• 36'	ISLANDER	51,75
• 35'	BENETEAU 345	54,00
• 35'	CAL	54,90
• 34'	ERICSON	79,900
34"	SABRE	69,000
34'	HUNTER	39,900
• 34'	CATALINA	57,000
• 33'	PEARSON 10M	26,500
• 32'	ERICSON	69,500
• 32'	ELITE	41,000
• 32'	ISLANDER	33,500

NEXT OPEN BOAT WEEKEND DECEMBER 14th & 15th!!!

		POV	VER BOAIS
• 32'	ISLANDER33,500	• 42'	CHRIS74,950
\$ 30'	NEWPORT MK III27,000	41'	LUHRS71.500
•30'	CATALINA20,500	• 40'	GOLDEN STAR 136,900
• 30'	CAL 9.228,950	•37'	HERSHINE65,500
30'	NONSUCH62,000	•32'	GRAND BANKS 79,000
• 29'	C & C28,000	• 30'	TOLLY59,950

ALSO IN THE OPEN BOAT WEEKEND

•50'	"MIKELSON	269,000
45	JEANNEAU	149,000
44'	HANS CHRST PH	260,000
• 44'	AMAZON ST PH	239,444
•44'	NORDIC	149,500
• 44	ISLANDER	67,500
• 40'	VALIANT	99,500
• 40'	CHALLENGER KTC	49,500
• 36'	SCYLLA CC	67,500
•34'	TRUÉ NORTH	51,000

CORINTHIAN **MID-WINTER REGATTA**



The Most Popular Mid-winter Event on the Bay! January 18 - 19/February 15 - 16, 1992

All Boats Welcome

PHRF. One design and IMS Class. Entries Limited. Guest docks for overnighters. Entry fee \$35.00 by Jan. 9, 1992 Champagne & Hors D'oeuvre for trophy presentation. Racer's dinner & dancing both Saturday nights.

Return for entry form:	•
Name	Yacht Name
Adress	Zip
Telephone	*

Corinthian Yacht Club P.O. Box 857, Tiburon, CA 94920 415/435-4771



"Nice going. I certainly hope you're insured with Blebnick-Tricknee."

EDRICK-HIG

INSURANCE SERVICE

The name to try to remember in Marine Insurance. (415) 523-3435

CALENDAR

Nonrace

December 1 — Small Boat Racing Association (SBRA) Season Awards at Richmond YC. Russ Breed, (510) 574-2251.

December 3, 1857 — Jozef Teodor Konrad Nalecz Korzeniowski was born in Berdichev, Ukraine (then a part of Russian Poland). Orphaned at an early age and fascinated by the sea, he migrated to England at the age of 20, unable to speak English. During the next 16 years, Joseph Conrad became a naturalized citizen of England and worked his way up through the ranks of the British Merchant Navy. To say that he also mastered his adopted language would be an understatement. His voyages in the Indian Ocean and the Malay Archipelago served as material for some of his best-known novels, among them The Nigger of the Narcissus (1897), Lord Jim (1900) and Typhoon (1903). His short stories, too, were influenced by his earlier travels: Youth, The Secret Sharer and Heart of

Arguably, Conrad stands as the greatest writer of sea stories of all time, a remarkable achievement considering that English was his second language. Conrad, however, was infuriated that the people of his day perceived him as just a writer of sea stories. His works dealt with universal themes, and the concentrated world of the ship merely provided him the platform with which to explore those themes. We know exactly how he felt.

December 6 — "Sea Kayaking in the Sea of Cortez", a free slideillustrated presentation by marine biologist Carolyn Braun. At the Stockdale Marine Theater (Sacramento); 7:30 p.m.; (916) 332-0775.

December 7 — Port of Oakland Lighted Boat Parade. Louise Jones, (415) 272-1586.

December 7, 1941 — 50 years ago today, Japanese forces attacked Pearl Harbor. Is it better to remember or forget such things?

December 7 — 6th Annual Lighted Boat Parade at Santa Cruz. Over 40 craft will compete for prizes in five categories. Sponsored by the Santa Cruz YC; Jerry Bruce, (408) 867-5927.

December 7 — Good tidings to you: the Bay Model will be in operation from 9 a.m-4 p.m., on both this day and December 14. Holiday shopping tip: the Bay Model Bookstore features a selection of books about the region's environment, wildlife, history and culture. Info, 332-3871.

December 11 — SSS TransPac Seminar #3: "Self Steering & Emergency Steering". Speakers include Gordy Nash, Baron Dicky, Dan Newland and Ornaith Murphy. 7-10 p.m. at the Oakland YC; open to the public. Bob Cranmer-Brown, 326-4886.

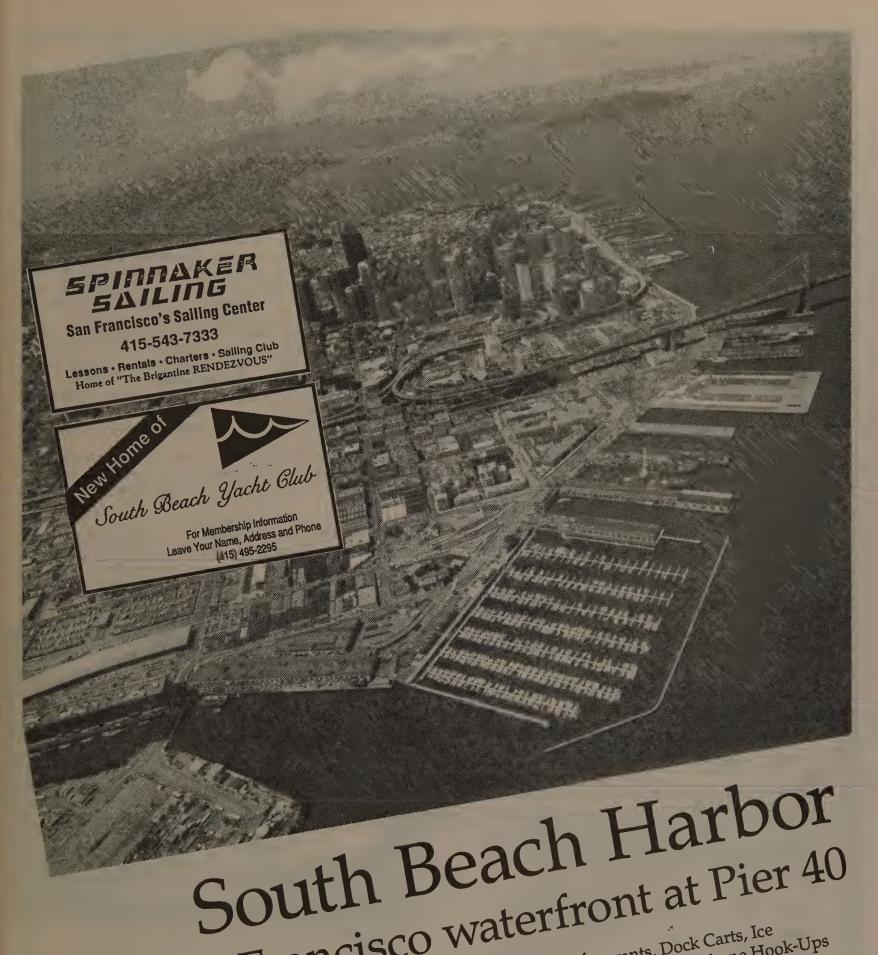
December 12 - "Selecting a Sailboat", a free seminar at the Stockdale Marine Theater in Sacramento. By reservation only; 7:30 p.m.; RSVP, (916) 332-0775.

December 13 — Hans Christian Owners Association (HCOA) Annual Christmas Party & Pot Luck Dinner. Sing-along chanties, raffle and more. 3306 Powell St. in Emeryville; 7:30 p.m.; RSVP, Hank Matfin, (510) 655-8380.

December 14 — Third Annual Lighted Sausalito Boat Parade. Deck the hulls! Sponsored by the Sausalito YC and the Sausalito Chamber of Commerce. Registration and info, 332-0505.

December 14-15 — Open Boat Weekend in Alameda, weather permitting. Marina Village (Harbormaster, 510-521-0905) and Mariner Square (call any broker). It's a buyer's market, so bring your checkbook! Only 10 shopping days left 'til Christmas!

December 16, 1773 - Boston Tea Party. A feisty crowd of some 7,000 colonists gathered at the Old South Church to protest the arrival of three British ships laden with tea. Determined not to pay the tax on the tea ("No taxation without representation!"), the crowd petitioned Governor Thomas Hutchinson to order the ships back to England. He refused. At a signal believed to have been given by Samuel Adams, 40 or 50 men dressed as Indians boarded the unguarded vessels and dumped 340 chests of tea into the bay. Later, the crowd chilled out at Cheers, slamming down Samuel Adam's beer



on the San Francisco waterfront at Pier 40

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- Walk to Downtown, Cable Cars, Bart Ideal Sailing Weather
- 500' Guest Dock, Visitors Welcome

The Embarcadero at Pier 40, San Francisco, CA 94107 Harbor Master: (415) 495-4911

CALENDAR



Opens 1:00 pm weekdays. Saturdays and Sundays 11:00 am
Admission \$6.00 and \$3.00
Senior citizens half price weekdays

IT'S THE THING TO DO IN '92

THE 9th BIENNIAL
BMW/SAN DIEGO-LAS HADAS/MANZANILLO
INTERNATIONAL YACHT RACE
FEBRUARY 13 & 14, 1992
Don't miss the boat to

THE ULTIMATE DESTINATION
... ULDB 70's, fabulous 50's, Swans, J-44's, Schock 35's and J-35''s, IOR and PHRF. Whatever fleet you sail In, this is the ULTIMATE DESTINATION for your class.
Plus trophies, prizes and hosted parties at both ends makes this a sure thing for SUN, FUN AND FIESTA.
It's not too early to get your crew committed. Start planning now.
IT'S THE THING TO DO IN '92.
Hosted by the San Diego Yacht Club.

For race information call Imagard Ryan at (619) 222-1103.
For travel information call Don Freedman at (800) 962-7474.

MEXICANA A

BMW/SAN DIEGO TO LAS HADAS/MANZANILLO INTERNATIONAL YACHT RACE

(aka Boston Bud) and watching TV. Their hangovers the next day were assuaged by a little-known brew called 'coffee', and the rest is history.

(As an aside to the foregoing historical footnote, we've heard that modern day tax protestors are sending in tea bags with their user fee checks. We're going to send an empty Sam Adams bottle with ours, if we ever pay it.)

December 16 — Setting Sail for San Diego: the America's Cup on ESPN. 7-8 p.m. Show re-airs on December 26 at 10-11 a.m.

December 21 — Winter Solstice, our favorite pagan holiday.

December 25 — A Christmas poem: "Peace on earth, good will to men. Hope the issue's done by then."

January 3 — More ESPN coverage of the America's Cup. Hang out with Gary, Jim and Pedro from 6-7 p.m.

January 8 — SSS TransPac Seminar #4: "Electronics and Communications". Same deal as December 11.

January 10-19 — Sports & Boat Show at the Cow Palace. For info, dial (415) 563-5100.

January 11 — Olson 25 Annual Awards Banquet. Call Bill Riess at (510) 653-9531 for details.

January 18 — YRA Race Management Seminar. A free program open to the public; 9 a.m. to 5 p.m.; deli lunch available for moderate price; Golden Gate YC. Call YRA at 771-9500 to reserve your space.

Racing

November 29-Dec. 1 — After two successful events in Europe, the World Yachting Grand Prix, aka the 'Formula One' circuit, has arrived in the United States. This weekend a \$100,000 purse is at stake, with \$50,000 to the winner. Dennis Conner will pit his 52-ft Stars & Stripes against Harold Cudmore's Scottish Enterprise and two German sisterships, Beck's and Hawesta.



Holy hawestas!! These new Formula One babies can really fly!

December 28 — South Bay Yachting Association Race hosted by Spinnaker YC. Mike Dixon, (510) 635-5878.

January 19-24 — Yachting Race Week at Key West. Audi has dropped out as a sponsor, but this remains one of the finest winter regattas in the country. Info, (203) 661-6945.

January 25 — Louis Vuitton Cup: America's Cup festivities get underway with the first round-robin series for challengers.

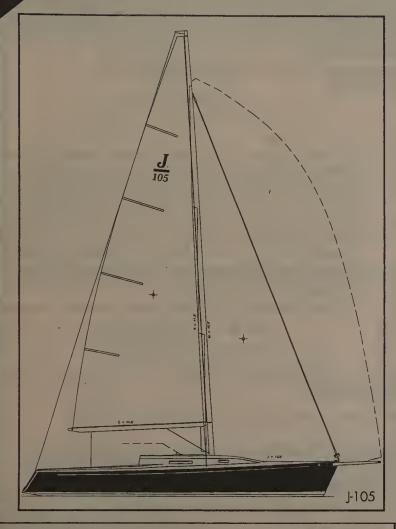
January 25 — SSS Three Bridge Fiasco: the name says it all. Pat Zajac, (510) 232-9965.

February 13-14 — 9th Biennial San Diego to Manzanillo Race. Sponsored by BMW and Las Hadas Resorts, this event doubles as the

MARINER SQUARE YACHTING CENTER

MARINER SQUARE YACHTING

DESIGNED FOR THE WAY PEOPLE REALLY USE THEIR BOATS



Two New J/105s Heading West **Bought Sight Unseen!**

- Rigs easily sailing in just 5 minutes
- J-Boat Performance
- Low cost one-design racing . . .
 - ~ 3 sail limit, long life full batten Dacron mainsail, 100% jib and gennaker with snuffer
 - ~ Sail replacement restrictions
 - ~ Crew limit of 880 lbs.
 - ~ Harken roller furling standard
- Large cockpit bigger than any other J
- 20 hp inboard diesel 7 kts under power
- Designed for enjoyable, performance sailing and comfortable weekending
- Transom with swim platform
- Easily handled pole-launched asymmetrical spinnaker provides spinnaker speeds without spinnaker effort.

J-BOATS/WEST (510) 522-0545

SEE THE DRAGONFLY

Swing Wing Trailerable Trimaran Call for a test sail! At our docks now.

COME TO MARINER SQUARE'S OPEN BOAT WEEKEND

December 14th & 15th 10 am - 4 pm East Bay's largest! Over 100 boats open and on display.

BAY AREA ONE DESIGN HEADQUARTERS

<u>SAIL</u>
* 24' J, '8011,000
* 24' J, '798,500
* 24' J, '8417,000
26' Capo Bay, '84 20,000
27' Cal T-2, '69 11,500
27' Express21,500 '
27' J, '8523,500 '
28' J-28C, '87 49,500
* 29' J, '8325,000
* 30' J, '8129,000
* 30' J, '7931,000
30' Catalina, '77 23,000 4
30' CS, '8649,000
30' Custom Mull 39,950
30'+Ericson, '8133,950
30' Tartan 3000, '82 29,950

33' C&C, '7635,000
33' Farr, '8445,000
34' Express, '88 84,950
34' Farr 10/20, '84 59,950
35' Pretorian '82 79,500
* 35' Santana, '79 28,000
* 35' J, '8469,500
36' J, '8155,000
36' J, '8155,000
36' Islander, '72 45,000
36' Pearson 365 '81 69,000
* 37' Express 108,000
38' Soderberg, '85 39,000
40' Farr, '8575,000
40' Wildemess 64,500
41' Downeast, '80 64,950
CTIVE ONE DECICALELEET

1	42' Baltic, '82	298,000
1	* 44' J, '91	359,000
1	51' Morgan, '76	159,500
1	70' Santa Cruz, '89	. 880,000
1		
ı	POWER	

24' SeaRay, '79 17,500 26' Cruisers Inc., '88 38,500 31' Bertram, '66 65,000 34' Nautiline, '73 22,500 36' Marine Trdr, '78 59,750 40' Crse-A-Hm, '76 . 42,500



EXPRESS HEADQUARTERS As your one-design headquorters we are affering beautiful A rare opportunity. Completely equipped for race or cruise. Ready for Mexico, Hawaii or Angel Island. Just 6 and 37 in excellent shape. Coll in today for complete months old, she's essentially new. S359,000.





2415 Mariner Square Dr., Alameda, CA 94501 (510)523-8500

Don Trask, Chris Corlett, Nate Knowles, Dave Willke, John Niesley, Ed Milano

* ACTIVE ONE-DESIGN FLEET

MARINER SQUARE YACHTING CENTER

WHAT DO THESE THINGS HAVE IN COMMON?



ANSWER: **ABSOLUTELY**



This fellow was designed once and never changed. Although production went on and on for millions of years, his design remained the same. He got along for most of the millennia, never dreaming he might have a few shortcomings. But change happened all around him. Nature pulled all kinds of tricks and he wasn't able to adapt. Nobody took him back to the design table, or built a better model, or ran him through a wind tunnel to see how to make him work better. And we all know what happened. He's a dinosaur.

This fellow, on the other hand, is on the leading edge of the design envelope and plans to stay there. A lot of the excess baggage that used to go along with a sailboat has been rendered obsolete. Excess weight, slow speed, tippy sailing angle, massive hull, complicated rigging dinosaurs! The F-24 and the F-27 cruise along the highway behind an ordinary vehicle, set up in 15 to 30 minutes, and take off at a brisk rate of speed. They sail upright, too. The F-27 has crossed both the Atlantic and the Pacific and has been sailed singlehanded all over the world. The new F-24 is a bit lighter and more compact, but no less able. And these fun-to-sail, leading edge sailboats don't cost as much as a second home! Who wants a dinosaur?

The New F-24
For A Limited Time: Introductory Price - \$34,000 Already three sold on the Bay.

The F-27 SportCruiser Base Price - \$49,400 Soon to be 30 boats on the Bay.

WINTER LISTING SPECIAL LIMITED OPPORTUNITY 1/2 PRICE

BERTH RENT

OPEN BOAT WEEKEND

SQUARE YACHTING

MARINER

OPEN BOAT WEEKEND

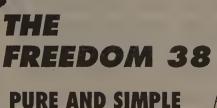
MARINER SQUARE YACHTING

BROKERAGE

NO RECESSION HERE...We're selling boats. We've sold so many since the Boat Show that we've run out of listings. If your serious about selling your boat, bring it to us.

LIST WITH HELMS AND IT WILL BE AT THE NEXT OPEN BOAT WEEKIND - DEC. 14TH & 15TH - HIGH TRAFFIC. HIGH VISIBILITY - THE PLACE TO SELL!

Call for Approva



Therein lies the beauty of the Freedom. So pure and simple that it makes sailing seem almost too easy. Wouldn't you like to try it?



Cruising



2415 Mariner Square Dr., Alameda, CA 94501



Santana 35 \$35,000.



Freedom 38 Factory Dema.



Freedom 45 Excharter.



25' Stonehorse \$9,950.

 \blacktriangle



Pearson 30 \$19,950.



F-27 Will take trade

List	tings	
22'	RHODES	lnquire
24"	CAL	
25"	STONEHORSE	9.950
25"	CAL 2-25	17.900
25"	HUNTER, DIESEL	18 950
25'	RHODES	6 900
27'	CORSAIR F-27	54 500
29'	TRINITELLA	10 000
30'	PEARSON	
30		
30,	PEARSON	
30,	*****************************	
	NEWPORT	
30,	ERICSON '85	
32'	VALIANT Very sharp	37,000
35"	SANTANA	35,000
36'	MANATEC	
38,	CROTHER MALIBU trimaran	58,000
38,	FREEDOM (demo)	169,500
41"	FREEPORT	
45'	FREEDOM	
45'	COLUMBIA	
45"	COLUMBIA	

MARINER SQUARE YACHTING CENTER

OPEN BOAT WEEKEND

MARINER SQUARE YACHTING CENTER

4

◀

Farallone Yacht Sales

Mariner Square, Alameda (510) 523-6730 Call Dave Vickland or Del Littfin

Eagle Yacht Sales Coyote Point Marina, San Mateo (415) 342-2838 Call Chris Boome or Ed Hallett

Catalina | Yachts

(8'-13'-14'-15'-16'-18'-22'-25'-26'-28'-30'-32'-34'-36'-42')

- ★ From ENTRY LEVEL 8' to 28' to 34' to 42' OFFSHORE CRUISERS. Catalina Yachts leads the industry in every category.
- Providing sailors with QUALITY proven by longevity. 20 year old
- Catalina Yachts are still sailing and re-selling . . . the most popular sailboat new or used, EVER!
- Providing sailors with QUALITY sailboats backed by production performance (40,000 Catalina Yachts are now sailing North American waters)

CATALINA 42 NEW INTERIOR

Larger aft galley, larger aft cabin, more storage throughout, improved U-shaped dinette, faster, bigger, stronger, EXCELLENT liveaboard interior. Batten the hatches...same price as the original 3-stateroom model...WONDERFUL!



CATALINA 30, 1990. LIKE NEW. SAVE \$10,000.



MARINER SQUARE YACHTING CENTER

MARINER SQUARE YACHTING CENTER

OPEN BOAT WEEKEND

NONSUCH 30 1986. LOADED. LIKE NEW.



ISLANDER 36, 1979. DIESEL, ROLLER FURLING, COCKPIT DODGER, SHOWER, LORAN. \$47,000.



MORGAN OUT ISLAND, INCREDIBLE VALUE! 41' OF SPACIOUS, COMFORTABLE CRUISING FOR ONLY \$49,995.



WESTSAIL 32, 1974. READY TO CRUISE. VERY CLEAN.



CATALINA 38, 1983. FURLING, FULL ELECTRONICS, TONS OF SAILS. \$44,000.



CATALINA 22, 1987 FANTASTIC SHAPE, WITH TRAILER. \$9,200.



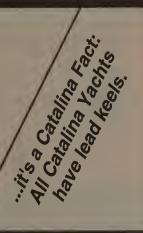
SEAHORSE 34 84. 135 HP DIESEL. MINT CONDITION INSIDE & OUT.
CALL ED OR CHRIS FOR MORE DETAILS.

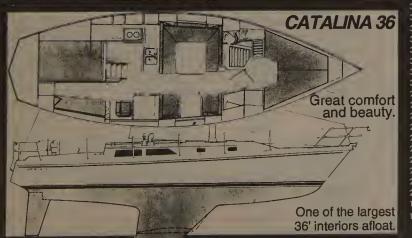
BAY AREA'S LARGEST OPEN BOAT WEEKEND

SLEEP

DECEMBER 14 & 15 **10AM-4PM**

Over 100 Boats **New & Used**





FA.	RALLONE YACHT SALES
40'	NEREUS, '89 195,000
39'	ERICSON 39B, '7649,500
38'	CATALINA, '8454,950
36'	NONSUCH, '87141,000
36'	CATALINA, '8664,900
36'	ISLANDER, '79 47,000
351	NIAGARA, '81 59,500
35'	COLUMBIA 10.7, '7940,000
35'	5ANTANA, 7938,500
341	CATALINA, '8759,000
33'	TARTAN, '8241,900
30'	NON5UCH, '8355,000
30'	CATALINA, '8334,500
30'	CATALINA, '8332,000
30'	CATALINA, '8126,500
30'	CATALINA, '79 26,000
30°	CATALINA, ** 1990** 48,500 PEARSON, '74 15,200
30'	PEARSON, '74 15,200
30'	NONSUCH ULTRA, '8689,500
29'	RANGER, '73 14,500
27'	CATALINA, '76 OFFERS
27'	CATALINA, '73 8,900
26'	PEARSON, '76 8,000
26'	NONSUCH, '8759,000
26'	NON5UCH, '8245,000
25'	O'DAY, '76 8,000
251	CATALINA, '80 w/trlr 11,000
23'	MERIT, '854,000
22'	CATALINA '87 w/trlr 9,200
181	CAPRI, 187 w/trlr 5,800
15°	WW POTTER, '82 3,500

EAGLE YACHT SALES
SAIL SAN MATEO
22' TANZER, '773,995
22' CATALINA, '81 w/trlr, sw keel .6,495
25' CATALINA, '78 w/trlr Reduced 10,995
25' CATALINA, '83 w/trlr 13,995
25' CORONADO 2 from 4,400
25' O'DAY, 1976
25' MacGREGOR, '79, swngkl trlr 4,750
25' YAMAHA, '78, dsl/roce 11,995
26' NONSUCH, '89, perfect 58,995
26' INT. FOLKBOAT, 1972 10,995
27' CATALINA 3 from 11,995
27' BRISTOL, '76 5OLD
27' ERICSON, '73, dsl, furling 14,995
28' HAWKFARM, '761-design 24,995
28' COLUMBIA, '67, wheel
30' CATALINA 4 fram 23,900
30' LANCER, 1984 Reduced 21,995
30' MORGAN, '77 19,995
30' ERICSON, '8439,900
31' MARINER, '70 ketch23,995
31' COLUMBIA, '6617,995
33' PEARSON, '7539,000
34' CAL, 1970
35' ERICSON '75
35' NIAGARA, 1981 OFFER PENDING
36' PEARSON, 198169,995
36' CATALINA, loaded, like new 63,995'
38' ERICSON, 1983
38' CATALINA, New Listing 44,900
41' MORGAN, '74
42' CATALINA 115,000
43' COLUMBIA, 197150LD
51' BALTIC, 1982 385,000
POWER
34' 5ILVERTON, 1990118,000
34' SEAHORSE, '84 trowler, mot 69,995

MARINER SQUARE YACHTING CENTER

OPEN BOAT WEEKEND

MARINER SQUARE YACHTING CENTER

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STOP BY MARINER SQUARE FOR THE OPEN BOAT WEEKEND DECEMBER 14TH & 15TH

THE NATION'S LEADING BOAT NANCING SOURC

• A DIVISION OF YEGEN ASSOCIATES, INC. • BRINGING BORROWERS AND LENDERS TOGETHER **SINCE 1935**

ASK FOR JOAN BURLEIGH (510) 523-7301

(510) 523-7389 FAX 2402 MARINER SQUARE, STE 2A ALAMEDA, CA 94501

MARINER SQUARE YACHTING CENTER" A OPEN BOAT WEEKE

CALENDAR

feeder race to MEXORC. SDYC, Irmgard Ryan, (619) 222-1103.

February 25-29 - MEXORC. South of the border fun in front of the glitzy Las Hadas Resort (Manzanillo). SDYC, (619) 222-1103.

Midwinter Race Series

BERKELEY YC - Chowder Races. 12/28, 1/25 and 2/22. Bobbi Tosse, (510) 939-9885.

BYC/MYCO — Berkeley Circle. 12/7-8, 1/11-12 and 2/8-9. YRA,

CORINTHIAN YC — 58th Annual Midwinter Regatta. 1/18-19, 2/15-16. Russ Bianchi, 435-4771.

ENCINAL YC — Jack Frost Series. 12/21, 1/18, 2/15 and 3/21. Rich Pipkin, 957-1956 (days).

GOLDEN GATE YC — Manny V. Fagundes Seaweed Soup Perpetual Series. 12/7, 1/4 and 2/1. (makeup race on 3/7 if necessary). GGYC, 346-BOAT.

LAKE MERRITT SAILING CLUB — Edna Robinson Midwinter Regatta Series. 12/14, 1/11, 2/9, 3/9. Jim Kearney, (510) 582-1048. *RICHMOND YC — Small Boat Midwinters. 12/1, 1/5, 2/2, 3/1.

Kers Clausen, (510) 444-4144.

SAN FRANCISCO YC — Fall Series. 12/14-15. SFYC, 435-9133.

SAN RAFAEL YC — Winter Series. 12/28, 1/11, 1/25, 2/15, 3/7, 3/28, 4/11. Dick Lockman, 457-2007.

SANTA CRUZ YC — 12/14, 1/11, 2/8. SCYC, (408) 425-0690. SAUSALITO CC — 12/28, 1/25, 2/22, 3/28. John Ruffino, (510)

SAUSALITO YC — 1/11-12, 2/8-9. SYC, 332-7400, or Penny Dudley, 627-5626.

VALLEJO YC — 11/16, 12/14, 1/5, 2/9. Tom Rolf, (707) 935-

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX it to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.



MARINER SQUARE YACHTING CENTER A OPEN BOAT WEEKEND











December Weekend Currents

date/day	slack	max	slack	max
12/07 Sat	0232	0436/1.8E	0745	1027/2.2F
	1311	1636/4.6E	2043	2348/3.4F
12/08 Sun	0314	0515/1.7E	0825	1109/2.1F
	1350	1717/4.4E	2123	
12/14Sat	0043	0352/2.6F	0712	0954/2.8E
	1400	1631/1.7F	1926	2206/2.4E
12/15Sun	0129	0439/2.6F	0751	1048/3.3E
	1455	1735/2.1F	2039	2303/2.2E
12/21 Sat	0132	0335/2.3E	0631	0930/3.0F
	1215	1547/5.9E	1946	2249/4.4F
12/22 Sun	0221	0427/2.4E	0724	1021/3.0F
1000 AL 144 200 No. 2000	1307	1636/5.9E	2034	2338/4.4F
12/25Wed		0117/4,1F	0441	0704/2.9E
	1030	1315/2.7F	1605	1914/4.4E
40.000	2303			
12/28 Sat	0048	0351/3.1F	0659	0957/3.6E
40400	1400	1654/2.6F	1948	2215/2.3E
12/29 Sun	0144	0447/2.8F	0746	1058/3.8E
	1503	1809/2.8F	2103	2324/1.9E

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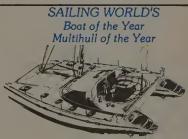
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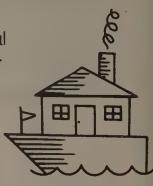
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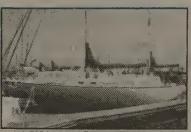
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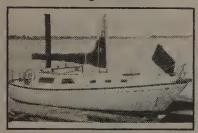
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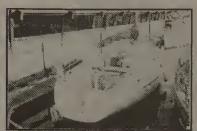
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LETTERS

♦ ALT OF THE PROPERTY OF THE

I read your mag every month, but I've never written a letter to you before. I'm writing to mention a business in Berkeley that has helped me out many times, both with advice and products. The name of the company is The Boater's Friend, and they truly are.

I'm 84 years old and sail a 56-year old boat around the North Bay and Delta. I've been to every marine store in the Bay Area, and have never seen a bunch that tries harder than the folks at The Boater's Friend. If they don't have what I need, they're happy to call around to find it, then cheerfully send me to wherever they've located it. I just wanted to give them a plug.

Sven Lomholdt Vallejo

Sven — Any 84-year olds who still sail the Bay on 56-year old boats are allowed to give all the plugs they wish.

U↑MAYO ON TUNA

The Tuna legend goes on!

It's difficult to say anything new about the Santana 35 fleet. Since Front Page News first hit the Bay in 1978, they've been hot! Almost every serious racer on the Bay has campaigned in the Tuna fleet. With five new racing owners in the past year, the fleet is once again on the rise. We've come full circle with Front Page News, under new owner Chris Migdal, once again the newest boat in the fleet. As people keep rediscovering, Santana 35s are exciting boats.

The recent Hot Tuna Rally was a tremendous success for the fleet. The owners and crews responded with unanimous enthusiasm I've rarely seen among a group of such devout individualists, bringing a record 17 boats to the starting line. Two-thirds of the boats attending hadn't raced in the past two years, yet everyone had a great time on the water and there were no mishaps. The parties Saturday and Sunday nights were packed.

This was the most gratifying thing I've done since I started racing, and I've got some people to thank. The Friends of the Tuna Association has a batch of new honorary members who did more than their share: Greg Andrews, Doug Baird, Leanne Bryant, Chris Corlett, Roger Dahl, Mike DeFrank, Kim Dincel, Larry Fogelquist, Donna Iupa, Bruce Ladd, Pam Lotts, Tom McNamara, Dick Pino, Jay Pochop, Albert Saporta, Patrick Short, Jane Sievert, Doug Storkavich, Mary Swift and Shimon Van Collie.

The sponsorship for this event was outstanding. I think almost everybody took home something from the raffle. For this, the food, trophies and support, I have to thank The Armchair Sailor, Barnacle Bob's Boat Diving Service, The Boaters Directory, California Cafe, Club Nautique, Chevy's Restaurant, Encinal YC, Environmental Sign Systems, Harry's Restaurant & Bar, Flynn's Landing, KKSF Radio - 103.7, KOME Radio - 98.5, Latitude 38, Maya Palenque Restaurant, Michael Manushaw's Movie Trivia Show, Nan Gray's Marine Canvas Shop, The Other Cafe & Comedy Nightclub, Patagonia, Sails by Marion, Sonoma Valley Vintner's Association, Starkist, Svendsen's Boatworks, Swift Sailing, Tom McNamara, Waterfront Plaza Hotel and West Marine.

Special thanks to all the Tuna racers and owners, past and present, who make this fleet so great.

For those of you who didn't hear about the event and thus missed out on the water fight, the racing, the great munchie contest, the crew awards, the raffles, the bow sheep, the Tuna Perpetual Trophy and the fireworks, I suggest you buy, charter or borrow a Tuna and come out next year — it will be bigger!

Byron Mayo Excalibur

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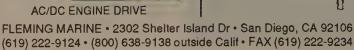
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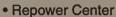
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LETTERS

dock of the Bay, I spied a shiny new three-deck party boat named Jack London Commodore cruising the Port of Redwood City. She was proudly dressed with signal flags galore and looking very smart indeed.

Having the nose of a Roving Reporter, I was curious enough to wonder if the many flags spelled out any particular message. So I whipped out my trusty flag decoder that I always carry in my wallet, and sure enough, after identifying each flag and writing them down in order, I discovered what appeared to be a short message hidden in the otherwise jumbled order of flags: Foxrot Uniform Charlie Kilo Mike Echo.

After my initial embarrassment, I rechecked to see that I was not mistaken. I was not!!

I'm not a prude, but does this kind of message belong on a boat full of innocent, high-paying passengers?

Shame on you, Commodore!

Tonie H. Redwood City

Tonie — We're constantly amazed that nothing seems to get past

Similar messages are found on just about every freeway underpass, warehouse wall and personalized California license plate, so they're hardly shocking anymore. Nonetheless, we think the management of Commodore will be having a little chat with their crews regarding the order in which their signal flags are hoisted.

As for you Tonie, we'd like you to accept a Roving Reporter T-shirt from us. We have a soft spot in our heart for people who are willing to make the effort to satisfy their curiosity.

U↑IT'S HIGH TIME TO FIGHT BACK

I read with great interest the exchange between you and the Coast Guard's Lt. Cam Lewis in the November issue. I completely agree with you — and find serious flaws in Lt. Lewis' arguments.

(First, a minor correction: It was Dale Carnegie who wrote How to Win Friends and Influence People. Napoleon Hill penned a number of get-rich guides, my favorite title being Think and Grow Rich.)

Now back to the more important matter: the rapidly decreasing rights of individual Americans.

Lt. Lewis states that the USCG is charged with enforcing the laws of the United States. Fine, we can all agree on that. But to then leap to the conclusion that enforcement must include the authority to board any U.S. vessel at any time is a bit much. I'm confident many police officers also would find it convenient to be able to enter any home or business at any time — just as crimes are much easier to 'solve' if the police can beat suspects until they confess. We citizens, however, would obviously have a problem with that.

Lt. Lewis wrote, "We can board anytime because your boat is a vehicle, not a stationary home. Our inspections fall under the same idea of truck inspections on the highway." A well-used technique for buttressing a weak argument is to "move the baseline". Certainly a privately-owned vessel — sail or power — is much more analogous to an automobile than to a truck. And although they are rapidly eroding, we still have some privacy rights remaining when operating our automobiles. 'Probable cause', for example, is generally necessary before a law enforcement officer may legally stop and search your car. Even sobriety checkpoints must be clearly marked so drivers have the opportunity to leave the roadway prior to entering them.

I suspect that case law is rather clean on USCG boarding rights. I'm going to guess that it evolved during Prohibition. Is that case law being ignored or followed today? Perhaps an attorney reader of Latitude 38 could answer that one.

And, more to the point, Lt. Lewis' defense that the USCG is "just following orders" rings a bit hollow.

Finally, Lt. Lewis' claim that the same people who wrote the Bill of Rights "gave" the Coast Guard anything, ignores a good bit of

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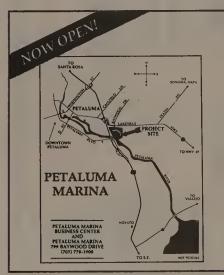
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LETTERS

history. The Revenue Marine was formed in 1790, but it wasn't for 125 years, until 1915, that it was consolidated into the United States Coast Guard.

Keep fighting the good fight, Latitude! Our precious rights are being overwhelmed, and it's high time to fight back.

P.S. Do you really think there wasn't any recreational boating in 1790? Granted, it probably wasn't as popular as it is today, but I find it very difficult to believe that there was none seeing as virtually the entire population of the United States was congregated along the Atlantic Seaboard. The U.S. Government was probably just busy minding its own business back then.

Frederic F. Hollister Alameda

THOME IS WHERE THE BOATS ARE

Thomas Wolfe once wrote "you can't go home again" — but here I am coming back to the Bay and sailing.

I really tried to leave. I sold my boats and bought land! I opened an advertising agency and a real estate brokerage. I got married . . . and then divorced. We have a beautiful six-year old daughter, Katie, who loves to sail — and I'm coming home!

I'm back putting together a new sailing enterprise — Blue Jacket Sailing Masters — in which I'll be working with novice cadets and long distance racers and cruisers. One new hitch: I'll be dusting off my engineering books and designing custom marine fittings using AutoCad.

I am discovering Wolfe's meaning — I miss all you wonderful sailors! Where have you all gone? Where's David White from the first Singlehanded TransPac in 1978, and others like Dan Pagett, Wulf Bandalow, "Peanuts", Bob Butchko, Don Morrison, Susan Hartman, Allen Rice, N.A. Doubt, David Weise, Hjordis Fammestad, "Bullets" and many, many more nice people I used to sail with. I would be delighted to hear from my ex-students and friends, and may be contacted through the Encinal YC, my office at (510) 376-8599, or Box 6564, Moraga, CA 94570.

Yesterday I got a call from John and Linda Biggers, cooked breakfast for Barry, and drank a beer with Joe David — what a nice feeling. And so much for Wolfe.

Jay Varner Blue Jacket Sailing Masters Moraga

Readers — Jay Varner was one of the participants in the original Singlehanded TransPac back in 1978, competing in a Rasmus 35. With the next Singlehanded TransPac coming up in June of 1992, we're trying to track down you original adventurers. We know where quite a few of you are — Wohleb, Pyzel, Gannon, Rupp, Vielhauer, Vahey, Collins, Stewart (deceased), Harting (deceased) — but would love to hear from the other 13 of you. Perhaps a reunion is in order.

♦♦ KEEP BOATING ABOVE POLITICS

I'm glad to see you had an item in Sightings about the Hawaii YC's 90th anniversary celebration. We're proud of our hospitable club located in "the loveliest fleet of islands anchored in any ocean". A small correction, if you will: there are only 700 dues-paying members in the Hawaii YC rather than the 1397 members you gave us credit for. At TransPac and Kenwood Cup times, however, we appear more like the number you gave.

I would like to offer a comment regarding the letter by 'Avery Foskit Crouch'. That must be a nom de plume since Harbor Agent Hubert Sing-Fook has no record of such a person in the Ala Wai Boat Harbor. Mr. Crouch has, in the past, also sent letters to the Ala Wai Boat Harbor Advisory Committee, but without a return address. It's not possible to do business with a phantom, so if there really is a Mr. Crouch, would he please stand up and be counted?

The affair with Lt. Gov. Cayetano referred to by Mr. Crouch was

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brought on by very unpleasant confrontations between boatowners and state lawmakers in the 1970s when the Lt. Governor was then a state representative. Those confrontations left much scar tissue on mariner's relations with the legislature. Besides the current mooring problem resulting from the confrontations - which still seem to bother the invisible Mr. Crouch — liveaboard boatowners were made to pay a hefty monthly fee of \$5.25 per foot LOD in addition to the normal berthing fee. This high liveaboard fee, which still exists, is unmatched anywhere in the civilized world.

Since the combative days of the '70s and early '80s, boatowners have found that they have been able to make better progress by working with the legislature rather than engaging in open warfare. It is not all peaches and cream, however, and we still have to counter

the rich yachtie image.

Incidentally, it wasn't only Cayetano's unjustified rhetoric that set other legislators against boatowners. The then Governor George Ariyoshi also suggested that the Ala Wai Boat Harbor be filled in and

made into a golf course!

In spite of the invisible Mr. Crouch, we continue to look forward to seeing our cruising friends from the Mainland. Next year should bring a bumper crop of fun racers in the West Marine Pacific Cup, the Singlehanded TransPac and the Victoria-Maui race, plus the hundreds of independent cruisers we see every year. Your readers can be assured that we are making every effort to keep boating above politics.

> Earl R. Hinz Honolulu, Hawaii

Readers — Unless you have a very good reason, please include your correct name and either telephone number and address. Many times we'd like the ability to confirm the meaning of letters we must edit for brevity and clarity.

♦ PRESUMABLY THE RACE WAS A QUICK WAY TO **SOLVE A PROBLEM**

Concerning the "Runga-Cutta Regatta" from San Francisco to Half Moon Bay that was mentioned in the November Race Notes, there exists a Runge-Kutta numerical method of solving differential equations with initial value conditions. That could be the reference behind the name of the race.

And what's a differential equation? Ask Lee Helm, she knows.

The Runge-Kutta method is noted for being a quick way to accurately solve a given problem with a small amount of effort (iterations). Presumably this race was a quick way to solve a problem (how we can have fun with our boats) with an initial condition (the boats are in San Francisco).

P.S. Congratulations to Latitude's Managing Editor's wife (the Wanderette?) on the twins. We have our own set due in December (hopefully before New Year's Day). Enclosed is a copy of the ultrasound 'pictures' I posted in the office.

> Dean Briggs No-Boat-But-Have-Crew Half Moon Bay

Dean — Cute babies! We've posted the ultrasound of your twins with the ultrasound of Katie and John Riise's twins. Katie, incidentally, is not the Wanderette.

| WATCH OUT FOR THAT SECOND YEAR

Sometimes stories get better with the retelling, and then sometimes they don't. Latitude 38 failed to get the facts when reporting on the February 28 loss of The Other Woman 100 miles off the coast of Mexico (see Mexico Debriefing, Part I by Kathryn Weiss and Latitude 38).

In that article you attributed the boat's loss to the crew having "very little experience with mechanical problems." Seven factual

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LETTERS

errors were made within the three paragraphs of your article on the sinking. (For example, you state *The Other Woman* was from Southern California. Really? Don't you guys recognize you featured her in a 1988 article on boat names? We're from Sausalito!)

I, in turn, speculate that neither Latitude nor Ms. Weiss ever read the six page letter Nora and I sent from Korea in April to 80 friends and acquaintances. You were not on our mailing list.

The engine breakdown was only one of the conditions leading to the loss of our boat. We could have used it for both battery charging and powering through head seas into primary and secondary wave patterns. More specifically, our Yanmar diesel quit on us 2½ days into our 355 nautical mile crossing from Tenacatita Bay on the Mexican mainland northwest to Cabo San Lucas. Before our departure, we had waited for weeks in Melaque for a friend of a friend to bring a replacement retainer and O-ring for the on-engine fuel filter. At the last minute, this non-boater vacationer simply couldn't be bothered to bring the parts.

The filter was the source of an air leak, and as any mariner with a diesel will attest, the engine won't run with an air leak. Using old parts, we had fixed the air leak sufficiently so that the engine had run for five days before departure. We counted on being able to purge the leaks if they appeared again. Our plan was to reorder the parts from San Diego once we arrived at Cabo San Lucas, prior to the run up the

Unfortunately, attempts to purge the system under the extremely rough seas that developed on the way to Cabo proved unsuccessful. There is little doubt that we could have gotten the engine running again under calmer conditions.

The Other Woman was a 1970 Islander 37, sailed from Sausalito to Mexico in February 1989. Before departure we had replaced virtually all the electronics, rigging and sails. But as any long term cruiser will attest, the sea works at destroying electrical, mechanical and plumbing systems. Mechanical repairs were a part of our lives. Our continuing nemesis was the Adler-Barbour refrigeration system, installed by a Richmond-based firm we understand has, rightfully, gone out of the marine business. The installer couldn't fix the freon gas leaks while we were on San Francisco Bay, let alone in Mexico! I worked on it with a number of experienced cruisers before we finally got it running.

As to my own mechanical skills, if I couldn't fix it or get cruiser assistance, I was not bashful about seeking professional help. Each time I watched the professionals do their work, so I could do it myself the next time. While we were offshore, we had an old military anchor winch rewound; a replacement 105 amp alternator wired after I installed it; the engine high pressure injector pump rebuilt; and, a helio coil installed in the outboard engine. Considering the types of repairs, use of professionals was appropriate. I also cannot say enough about the cooperation that exists between cruisers. Countless times I have been helped — and helped others — in taking on first-time repair jobs.

I felt pleased when we left for Cabo, as everything was working. How many long-term cruisers in older boats with extensive systems can say that on any given day? No, there is no excuse for my mechanical abilities. None is required.

I do not know the Weisses, but would suggest that they might not have been the best choice for writing about cruising in Mexico. They went south in a relatively new boat for a single seven-month season. With new equipment and simplified systems, they just did not experience the normal maintenance challenges of longer term cruisers. Most equipment lasts through the warranty period, but watch out for that second year and beyond.

As for your Mexico cruising article, undertaking the trip from San Francisco in the winter in a 30-foot boat is really questionable. Sure, most people get away with it, but more due to good fortune than good management. But if the eight-foot seas the Weiss' experienced were rough, they should have experienced 20-foot seas, 45-knot

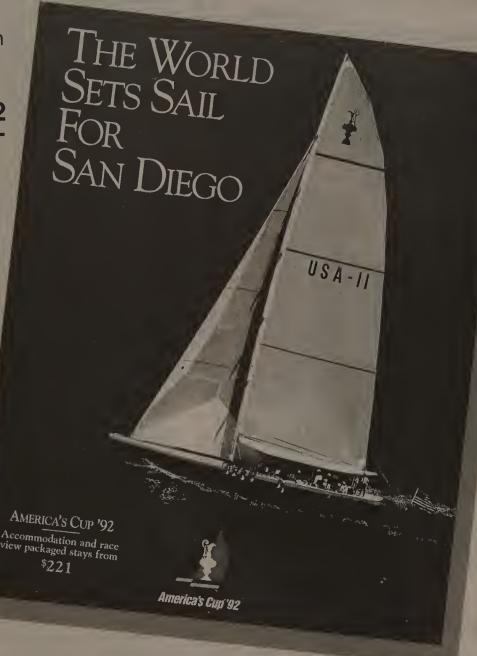
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ETTERS

winds, with secondary wave patterns sweeping their deck. Now you know part of the story of how we exceeded our limits.

P.S. The loss of *The Other Woman* remains heavy on our hearts, and we still are not up to a post mortem article on what happened. You can believe we have played the "what if" tapes countless times in our minds. Still, your loose style of journalism and unfounded speculation make us unlikely future contributors to *Latitude 38*.

Want an accounting of your article's errors? 1. We're from Sausalito and worked in San Francisco. 2. We were bankers, not attorneys. 3. An Islander 37 is not 39 feet long. 4. We left in February 1989, not this year. 5. We left on our last trip February 24, 1991, not at the beginning of the year. 6. We were picked up by a Hong Kongregistered bulk carrier, crewed by East Indians, and headed to Korea where we were let off 28 days later. 7. Exhausted we were. Cold we were not.

Yes, I probably know as much about mechanics as most of the cruisers out there and I'm still learning. I had all the tools, manuals and spare parts any reasonable person would carry on a boat of this size.

(The dialogue attributed to us in your article has no basis in fact, and was not contained in the letter sent out by us).

David Jackson formerly of The Other Woman

David — Kathryn Weiss, to the best of her ability, was repeating the information that was going around as 'fact' in La Paz at the time she was there. We offer our sincerest apologies, not only for the minor details that were inaccurate, but for any inference that either of you were incompetent, exercised bad judgement or did anything that any one of us in the same situation might not have done.

Weiss' intent — and Latitude's — was not to malign either one of you, but to try to help future cruisers learn from your misfortune. Reread, if you will, the first two lines under the heading in which the three paragraphs appeared: "Engine problems are probably the number one difficulty cruisers have in Mexico. Number two is getting the problem diagnosed and getting the proper replacement parts." Weiss wasn't suggesting that you were unfit to operate a boat, she was saying you suffered a tremendous loss as a result of experiencing the two most common problems cruisers have — at just the wrong time.

As for the suitability of 30-foot boats for cruising to Mexico and everything falling apart in the second year, we have to emphatically disagree with you. Countless people, grandmothers included, have sailed just about everywhere in the world — including around it — aboard 30-foot boats. As for boat systems, it's our experience that they work best about the second season, when all the bugs have been worked out and the owners finally understand the idiosyncracies.

#↑GOOD SERVICE FROM SVEN'S

I wish to commend Sven's Boatyard in Alameda. Four years ago I had them sandblast my keel and then cover it with epoxy and fiberglass. Upon hauling my boat in September, I discovered a large bubble on the starboard side of the keel. Peter, the yard manager, spent several hours trying to discover the cause of the problem. It was especially perplexing as there was no evidence of a leak, either exterior or interior, and the rest of the keel was in perfect condition. Unable to find the cause, Peter said, "Even though the work is four years old, we'll fix it at no expense to you." No need to guess where we'll continue to have our boat hauled!

In a recent edition, you stated that you wanted to hear from folks that have owned the same boat for more than 15 years. My roommate Pru and I bought Erlau, a Columbia 34, in 1975. We have made many additions to her over the years, including a new diesel. We have been in one moderately heavy weather situation; it was south of Point Sur, and we found that in those conditions on that occasion, the boat performed better than the skipper! But we did learn that, handled correctly, Erlau is a well-built vessel which is

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LETTERS

certainly capable of being a safe coastal cruiser — which is what we had in mind. With my height, 6'4", and my wlfe's at 6 feet, we both enjoy the roominess of Erlau — although I am not entirely happy with the high freeboard which affords such headroom. If there are other Columbia 34 folks out there, please drop me a line c/o the Encinal YC in Alameda. Perhaps we could organize a cruise?

Keep up the good work — and poop on the users fee and

Michael and Pru Sweeney Northern California

Michael and Pru — We're glad to hear, that as long-time owners, you're delighted with your Columbia 34. The design was often maligned for its unusually high freeboard, which resulted in some oil-canning (bad) and perhaps the largest interior of any 34-foot boat ever made (not so bad).

∥↑THE FOLSOM 'PRISON' BLUES

A couple of quick notes from the interior.

We've had to remove our boats from Brown's Ravine, but we had water for a month longer than had been predicted. We're not complaining, as we certainly appreciate the upgraded marina—deepened 15 feet and with a breakwater halfway across the mouth—not to mention the additional strength the dirt and rock added to the dike. With something like a more normal rain year, the construction plan would have worked to perfection. As it worked out, it was a squeaker, even with the 'March Miracle'. But hey, whatever works. We're delighted that the weather forecast for the weekend calls for serious rain.

I am surprised every month when I open that pretty cover and find out what you've been up to. And you find the time to sail, too. Amazing.

Scott Fredrickson Folsom

U↑CRUISED OUR ERICSON FOR MORE THAN 15 YEARS

In your October Letters, you said you'd "love to hear from folks who have owned the same boat for more than 15 years."

In April of 1973, we purchased a new Ericson 27, hull #331, In Portland. We raced and cruised the Columbia River from Astoria to the Bonneville Dam until the fall of 1978, when we moved to the San Francisco area. On October 1 of that year, three crew members and I set sail for San Francisco. We left Astoria, Oregon at noon flying a 150% jib and main. That night we changed down to the 120% jib, and the next day furled the main and left it that way for two days. Broad reaching under jib alone in 25 knots, we did 143 miles the second day and 139 miles the third day! We completed the 550-miles passage in $4\frac{1}{2}$ days. Not bad for a relatively slow boat.

Once established on the Bay, we raced the boat for five years in YRA one-design, and currently race in Tiburon YC races. We do some cruising with the Tiburon YC, but mostly with the Ericson 27 Fleet One Association, of which there are about 35 boat members. Incidentally, if there are any Ericson 27 owners who would like to join in our cruises and fun races, we'd like to hear from you.

Now about the boat. She's an inboard model with the Universal Atomic 4 engine. She has 950 hours on her engine and 9200 miles under her keel. The only thing I have done to the engine is change oil and spark plugs every 50 hours engine time. The alternator was rebuilt once, but that was due to my stupidity when I hooked up a new battery with the terminals reversed.

There are two things I do for the engine: add Marvel Mystery to the gas each time the tank is filled and flush the engine with fresh water each time the boat returns to her own moorage. I had the oil analyzed two years ago, and the report gave the engine an excellent rating.

I haven't replaced any of the rigging in 15 years and the stays, shrouds and fittings appear in good condition, with no rust spots or



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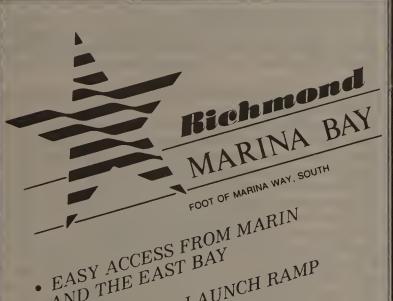
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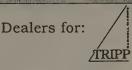
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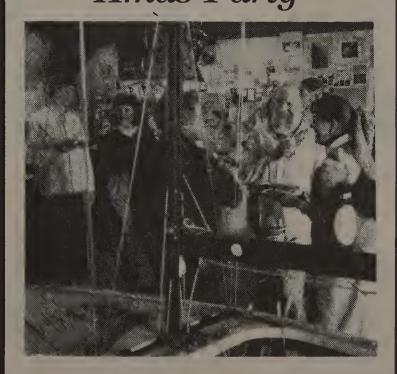


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IFTTERS

cracks.

Maurie and Joy Lundberg Mill Valley

Maurie — We once owned an outboard-powered Ericson 27. She was a fine boat and we'd recommend them to anyone.

♦ IT WOULD HAVE BEEN MORE HONEST TO BURN THE 'SIGNAL OF PEACE'

Your actions in regard to 'Joe' and his vessel Signal of Peace actually generated enough heat to cause me to get off my duff and write a letter. Without the 'Joes' we couldn't have the Slocums, the Kenichi Hories or the Gerbaults.

"For their own good" is the reason we have the BCDC's, the War on Drugs, and \$92,000 bills to pay for the unrequested assistance to Dauntless.

In order to save yourselves pangs of conscious, you have done all of us a disservice. Think of what the ACLU folks had to go through to support the rights of Nazis to march. Principles aren't always comfortable things to live with, but be glad you have them. If you couldn't find a way to stop this apparent suicide attempt, and couldn't live with it, it would have been more honest to violate 'Joe's' rights directly, by burning the damn 'boat' or by taking an axe to it. (Not a serious suggestion.)

Just think of it as evolution in action.

Well, now that I've broken the ice maybe I'll write you about the "Charter from Hell" with Go Vacations.

Norm Lane Anne Bonny, Yankee Dolphin San Leandro Marina

Norm — Get a life! It was 'Joe's' intention to go on an adventure, not commit suicide. Someone had to be evolved enough to care to enlighten him to the possible differences.

Slocum was a former ship captain, and Horie and Gerbault knew a little something about the sea before they took off in seaworthy boats — let's not gloss over those minor differences.

♦ IS IT SO BAD IF THE FOOL FROM ARIZONA GOES OUT AND KILLS HIMSELF?

I was disappointed when I read your November Sightings column, the one where you described going off and squealing to the authorities about that clueless fellow from Arizona with his home-built Signal of Peace. I had always thought your magazine championed personal freedom and less government intervention in private lives.

Since the whole ugly episode stems from your folks not being able to get a good night's sleep knowing this 'eight ball' was bouncing around loose out there, let me help you look at things a little less emotionally. Think of this way: if the fool from Arizona goes out and kills himself, it's a simple case of Darwinian evolution. Either he was carrying the bad luck gene, which has never been known as a great survival characteristic, or else maybe he was just born with a tiny brain and huge balls, another bad combination for survival. All in all this is just nature's way of making absolutely sure he will never breed again. Is that so bad?

Another positive way of looking at it: If the fool from Arizona gets towed out the Gate and never returns, just look at all the natural resources he won't be consuming, all the polluting he won't be doing. And since we Americans in general are such voracious consumers—hey!—it just leaves that much more for the rest of us.

Don't worry. Be happy.

Jim Evans Flagstaff

Jim — Be smart, not stupid.

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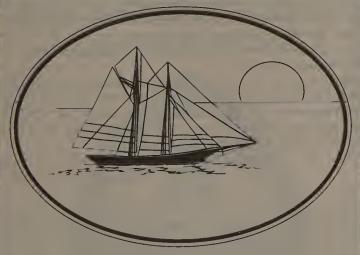
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LETTERS

choice, not ignorance that could easily lead to injury or death. We'd be happy, for example, to lend 'Joe' our Olson 30 so he could make a couple of test sails around the Farallon Islands in moderately rough weather. If he did that — and it's a standing offer — he could, as far as we're concerned, go wherever he wanted with his Signal of Peace.

In the slight chance you're not being facetious, permit us to point out a slight error in your first argument. You say that if 'the fool from Arizona went out and killed himself it would be nature's way of making sure he wouldn't breed and thus his "bad luck gene" wouldn't get passed on; sorry, 'Joe's' reportedly already fathered four children and his wife is pregnant with a fifth.

As for your second argument, it's so pathetic it only proves to us that there's more than one fool in Arizona — but at least you should know better.

UNI LIKE TO THINK THAT THE OLDER MODELS ARE THE

I was flabbergasted to see my letter about my Columbia 26 MkII Runaway printed in Latitude 38 — even if my name was spelled incorrectly.

Your remark about the quality of Columbia Yachts being inconsistent is correct. I have enclosed a brief history of the company. A lot of veteran sailors may know that Columbia and Coronado merged and even shared the same hulls on some models, but how many know they also built the first Islander 24?

I was very, very lucky to get a complete owner's manual for a Columbia 26 MkII, such as my 1973 model, from a fellow owner who was sailing his through the Caribbean.

I have personally not seen a badly built or badly designed MkII here on the West Coast (where it's nice to see that Bill Tripp and his design work have been rediscovered.) In fact, the deeper I get into my boat preparing her for serious cruising, the more respect I have for her strength and design. I like to think that the older Columbia models are the best, the ones prior to 1975 when the company moved back to Virginia. They also sold kits, and that also could account for some bad Columbias.

The 'bubble top' models came in many sizes, such as 34, 42 and 50 feet. The Columbia 50 is my end-all, forever vessel, but that baby is a couple of novels and screenplays down the road. It was a Columbia 50 MkII that the Dashews, who wrote The Cruising Encyclopedia and created the Deerfoot line of yachts, had when they did their circumnavigation.

Anyway, Latitude 38 is great. The October issue was enjoyable, especially the Wanderer's Cabo piece. And the Wanderette is a certified stone fox. Does she have an older sister? But what am I saying; California sailorettes are only interested in boats over 30 feet.

P.S. I still refuse to buy a User Fee sticker.

George Snyder California

George — We think Columbia suffered from inconsistent quality long before they moved back to Virginia. Nonetheless, they did build a number of very decent boats. Quite a few Columbia 50s have circumnavigated or made many long passages and are still going strong, and we've recently seen a couple of Columbia 57s that have been spruced up and look real nice — in a '57 Chevy sort of way. We were tempted to wonder if the smaller Columbias were up to offshore sailing, but then we remembered that the Riley family did a circumnavigation on their Columbia 24 and another guy — was it Don Cuddy? — had done a lot of cruising on a Columbia Sabre, which is nothing more than a glorified 5.5 Meter, for God's sake. As always, the boat is never as important as the people sailing and maintaining her.

Columbia did build a whole series of Tripp-inspired highfreeboard, blister-top models, including the 26, the 34, the 39, the 43, the 50, 52 and 57. If they ever did a 42 in that style, it's news to us.



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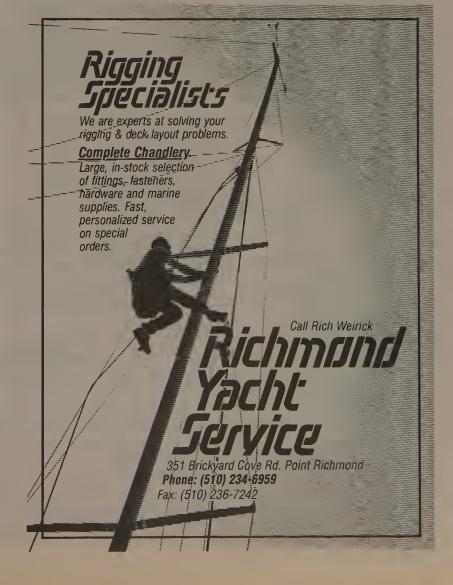
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IFTTERS

P.S. The Wanderer doesn't care if you ever buy a User Fee, but he'd appreciate it if you'd cool it on the compliments to the Wanderette. He claims she can sometimes be "as difficult as she is beguiling". And the Wanderer never lies.

#AEVEN EXECUTIONS DON'T DETER DRUG USE

Let me see if I can fit into U.S. Coast Guard Lt. Cam Lewis' shoes (Letters, October '91).

I'm no stranger to violence, guns or drugs. After Vietnam, where as a pilot I was shot down with lead I still carry in my body, I spent 10 years in law enforcement. I worked as a patrol officer, a detective in the narcotics division, and finally with the U.S. Department of Justice's Drug Enforcement Administration. I made car stops, safety inspections, investigated crimes, discovered reasonable cause, obtained search warrants, made arrests, and was involved in three on-duty shootings, one in which I was shot.

After retiring from law enforcement, I earned my Ph.D. and began

consulting in the field of substance abuse.

Three years ago I traveled to the Soviet Union as a guest of their Ministry of Interior. I worked with their narcotics officers, went on patrol, served a search warrant in Leningrad, talked with heroin addicts on the streets, and went to recovery homes and discussed the Russian drug problem with patients in treatment for opium, hash, methamphetamines and other addictions. Even with the Soviet Union's (then) tight travel restrictions and closed borders, they still have a drug problem.

Two years ago I was invited to Red China by their Ministry of Justice. I traveled from Beijing, to Shanghai, to Tibet, and met with police officials, visited prisons and youth detention centers, and sat in on criminal court trials. There is a drug problem in China—including a rapid rise in AIDS cases due to the sharing needles—but I found no prison inmates for drug use. Why? Because they execute drug offenders. It takes only three months from arrest, to trial, to appeal, to execution. So you see, Lt. Lewis, not even the threat of execution deters drug use.

On the 'a-hole' issue. Last year a friend was sailing off Ft. Lauderdale when he decided to videotape the Coast Guard boarding him for a "safety inspection". He believed he had the right to record public officials performing their public duty. The Coast Guard officials seized his camera, destroyed the tape and decided his boat needed further inspection. Six hours later — after he and his companion were kept separated under armed guards — his vessel was returned to him. The fuel tanks had been ripped out, the bulkheads torn into, and the engine partially disassembled. His repair bill was \$36,000.

According to the report by your Coast Guard, Lt. Lewis, the justification for these actions was that my 60-year old restaurant-owner friend had fit a "profile" and a drug-sniffing dog at the Police Dock had given indications there might be drugs aboard. (I'd like to know how you're supposed to cross-examine a police dog.)

I contend that my friend had created a personality conflict with a Coast Guard a-hole when he tried to video the initial boarding. And don't try to tell me, a former DEA agent, that video-taping a sailboat boarding in the middle of the day, two miles off Ft. Lauderdale, was endangering Coast Guard personnel for future covert operations. Such ridiculous arguments are another example of putting the rights of public servants ahead of the public it is suppose to serve.

We all support the Coast Guard when it boards some rusty bucket that has been trailed up from South America, or when you guys intercept a high speed boat heading for a hidden cove with no lights at 0300. But what the Coast Guard has been doing in too many cases is the equivalent of having a four man squad car stopping motorists John and Jane Doe and their children at 3 p.m. on a Sunday afternoon, and with guns drawn, ordering the family out of the car so they can check to make sure the car has seat belts and the tires have sufficient tread.

What bothers me is that I know that if our police officers across the

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nation had the same power the Coast Guard has, they would gladly make such car stops — happily ignoring the fact they've been ordered to violate our civil rights. How do I know this? Because you and your fellow Coast Guard officers have this excessive authority. And even though you must follow orders, neither you nor the majority of the Coast Guard stands up, with concerned law-abiding citizens, to declare opposition to these actions that violate the basic principles of the Bill of Rights.

Russ Jones **United States**

Readers — We suppose that Danish drug addicts have it best of all. When the Wanderette was down in Venezuela earlier this year, she met some folks off a big government-run bark. At least for some Danish addicts, rehabilitation consists of working on a classic sailing ship in the Caribbean. If that doesn't get them high on life, we can't think of anything that would.

##WE'D STILL BE FLOATING AROUND THE PACIFIC WITHOUT THEIR HELP

Latitude 38 has tossed over generations of journalistic traditions! Your article on Dauntless and Molly Sue's problems returning from Hawaii was thoroughly researched, accurate, and well done. As a crewman on Molly Sue, my congratulations.

I feel that the ham radio operators that assisted us through our turbulent times did a wonderful job and have my sincere thanks. We would still be floating around the Pacific without their help.

The officers and men of the USS Cape Bover also have my gratitude. Their assistance caused them to be a day late in arriving at homeport. My particular thanks are directed to corpsman Jesse Pollard, who treated my eye, and divers Ernie Woodman and Robert Baker who freed the line that had fouled the prop.

The pilot and crew of the Coast Guard C-130 that air-dropped our fuel and mainsail are real professionals. Many thanks.

I also feel that the Coast Guard acted with good reason and prudence in assisting the Dauntless to San Francisco. I am sure that without the Coast Guard's timely assistance, the Dauntless damn well would have sunk some hundreds of miles off San Francisco.

Peter W. Bowman Crewman, Molly Sue

♦ AKEEPING PEOPLE FROM GETTING HURT DURING MID-OCEAN RESCUES

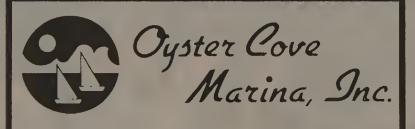
I read with interest your article on the difficulties experienced by Molly Sue and Dauntless during their return trip from Hawaii to California, in part because I was sailing as third mate on the S.S. Cape Bover, which came to Molly Sue's assistance. There are some lessons to be learned from the incident about keeping people from getting hurt during mid-ocean rescue operations.

Cape Bover is a ready reserve fleet conventional freighter operated by American President Lines, and we were enroute to Oakland from the Persian Gulf with a load of U.S. Army tanks and trucks when Molly Sue ran into problems. Ironically, we were in the middle of our weekly lifeboat drill when Captain Alan Grinnell told us we were changing course to assist a dismasted sailboat. The nighttime rendezvous 12 hours later wasn't a problem as both vessels were equipped with GPS navigation systems. When we arrived, the wind was blowing from the northeast at 12 to 15 knots and there were fourfoot seas. There was, however, a 12 foot swell from the northwest. which caused both vessels to roll, and made it very difficult for the Cape Bover to create a significant lee.

After establishing VHF radio contact, we learned that Molly Sue hadn't been dismasted at all, but was unable to proceed because of a jib sheet wrapped around the propeller. They also reported a crewman with an eye injury that appeared to be serious, and thus needed medical attention. We never heard anything at all about torn







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sails.

I asked Ron Bodeen, Molly Sue's skipper, what small boats he had aboard. He replied that they had a 9½-foot Zodiac stowed below, but didn't think it would be possible to assemble it on deck because his boat was rolling heavily in the troughs. So at 0130 we launched our 34-foot motor lifeboat, with Chief Mate Mike Lee in command. Lee made several passes at the Molly Sue before concluding it just wasn't possible to come alongside the sailboat without risking serious damage.

He brought the motor lifeboat back to the Cape Bover, and in a truly scary operation, we managed to recover her. At one point the lifeboat was nearly capsized when one of the blocks got caught under the gunwale. Once the lifeboat was safety back aboard, we informed the Coast Guard that the Molly Sue did not appear to be in immediate danger and we didn't know what we could do for them without risking further damage. The Coast Guard requested that we stand by until daylight in the hope sea conditions would improve.

During the rest of the night, Ron and Molly Bodeen managed to get their Zodiac assembled and inflated — which must have been a whale of a job for two exhausted people on a rolling boat! The next morning Ron was able to pick up our medic and take him to the Molly Sue with no difficulty. Our medic determined the crewman's injury looked worse than it really was, and thus he didn't require evacuation. After returning the medic to the Cape Bover, Ron picked up Able-Bodied Seaman Ernie Woodman of Loch Lomond Marina in San Rafael and O.S. Rob Baker, so they could have a look at Molly Sue's fouled prop.

Captain Grinnell continued to maneuver the Cape Bover to make a lee for Woodman and Baker, but with the wind blowing across the swell, the ship had to be quite close before any calming effect was felt. Woodman would then have a few minutes of calm conditions in which to work before Captain Grinnell had to maneuver the Cape Bover away to avoid drifting down on the helpless sailboat. After two hours of diving, Woodman cleared the propeller and we were able to report "Rescue Completed". During that time the crew in Cape Bover's engine room answered over 100 maneuvering calls.

Naturally, we discussed the incident at great length on the way to Oakland, and I would like to offer some suggestions to any sailor who finds himself on the open ocean and in need of assistance from a large ship:

- 1. Most importantly, make sure you're really in a jam you can't get yourself out of before you put out a call for help. The point is, it costs a shipping company thousands of dollars per hour to divert a vessel, other peoples' lives may be put at risk, and you may be in substantial danger of being injured or your boat further damaged by well-intentioned rescuers. In saying this, I am not, repeat not, criticizing Ron Bodeen for putting out a Mayday under those circumstances.
- 2. As soon as possible, get in direct radio contact with the assisting vessel and review all the pertinent information. It is in the nature of third party communications that information becomes inaccurate and the right questions don't get asked. In our case, we were expecting a dismasted vessel and the Molly Sue was expecting a Coast Guard cutter.
- 3. Ship's lifeboats are best left to their stated purpose. With flat bottoms and shallow rudders, they are not great sea boats. Furthermore, they are much more dangerous to recover than to launch. The typical inflatable as found on a yacht, given enough weight to hold her down, is seaworthy in all but the most extreme conditions. Some inflatables are much easier to assemble than others, and this might be a consideration when purchasing one.

4. Unless there is immediate danger, try to wait until it's light enough to see the waves before attempting rescue operations. This sounds obvious, but it didn't occur to any of us.

5. Ron tried to tow the Molly Sue to leeward with the inflatable at the same speed the Cape Bover was drifting down on her, but with little success. Perhaps a more powerful outboard motor than his four-

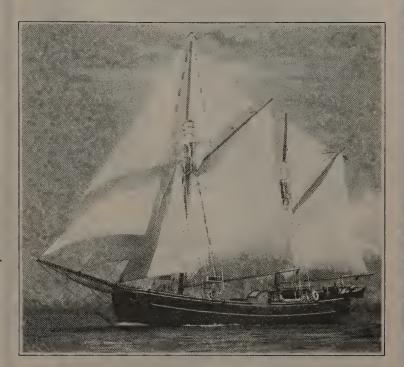
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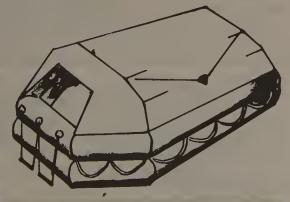


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FTTFRS

horse would have done the trick, or perhaps they could have tried to steer downwind under a tiny jib.

6. Unless you are in extremis, don't try to come directly alongside a big ship with your mast still standing. At the least you'll break a spreader, at worst the rig could snag on the ship and your boat be dragged under. Come within heaving line distance if medical or other supplies need to be transferred and use the yacht's tender to transfer personnel.

7. Be wary of accepting a tow from a big ship. Sailboats don't tow well at sea, and would tend to come apart at the speeds big ships

normally travel.

8. The Molly Sue had one of those cylindrical radar reflectors mounted on her mast, but she might as well have been a Stealth bomber for all we could see of her on our radar screen. The first time you head down the coast or offshore, call up a passing ship or tug and ask what kind of radar target your vessel makes. If you don't present a sharp target at six miles, install an additional radar reflector.

9. Clearing a fouled propeller in a sea is a tough job. You not only need mask, fins, and a snorkel, but at least a wet-suit top as you'll probably be in the water for awhile. A bit of line running snug from one rail beneath the boat and up to the other rail can provide a handhold to give the diver leverage and keep him away from the self-steering gear — which tries to impale him. A serrated-blade knife hose-clamped to a boat hook may let you do some of the cutting work from the surface. A fine-toothed hacksaw can also be effective and might be the only thing that works on wire.

Best regards to Ron and Molly of Molly Sue. Everyone on Cape Bover was glad to be of assistance.

Name And Address Not Available

Readers — We regret to say that the last page of this informative letter was missing when it was dropped off at our office. Our thanks to the author.

We're also glad to be able to identify Ernie Woodman of San Rafael as the Cape Bover crewman who cut free the line that fouled Molly Sue's prop. We've got a Latitude T-shirt for you any time you'd like one, Ernie.

A good word is also due American President Lines, whose ships have rescued a number of West Coast sailors in just the last couple of years. We came up the coast on an APL container ship last year, during which time we learned that they, like Federal Express and others, offer money back guarantees if they don't deliver the goods on time. Since APL is an integrated transportation company, it means they've got trains, trucks and ships running all over continents and oceans on tight schedules. When the author of the above letter claims it costs a lot of money for an APL ship to stand by for 12 hours or so, he's not kidding. It can cost them tens of thousands of dollars in extra fuel necessary to highball it to the next port, and they still might not make it on time, holding up several trains and fleets of trucks, causing them to lose tens of thousands more in freight revenue.

##WE'VE SPENT EVERY WEEKEND ON THE BAY

For eight years, between 1967 and 1975, my wife Margo and I campaigned a Snipe from the Bay Area to Annapolis, enjoying dinghy culture and the great racing that went with it. (Paul Cayard was one of the competitors at the time.)

In 1975, I started a business and the first of our three children was

born, so we stopped sailing.

Last year my youngest turned 11, I turned 50, and I bought a Mazda Miata. Driving the Miata reminded me of my MG days — top down, breezing along on my way to a Snipe regatta. It was not long until I started thinking about those great days we'd had on the Bay and just how fantastic sailing really was. So in May we started looking for a racer/cruiser — with the emphasis on cruiser.

We wanted something beamy enough to accommodate lots of people, but we also wanted a boat that was fast to weather. (I knew

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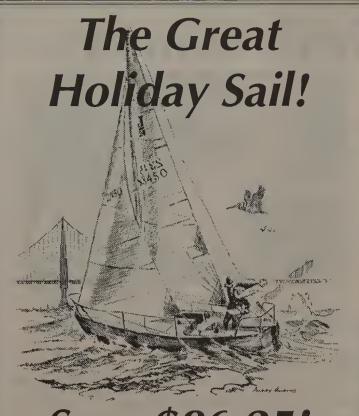
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OLYMPIC CIRCLE

LETTERS

that once I was out on the Bay again, so long as another boat was in the vicinity, even if it was a Chinese junk, I would want to go faster.) Since we didn't want to spend more than \$40,000, our choices were relatively limited. We settled on a 1984 Catalina 38, a boat that has incredible upwind ability.

Since then Margo and I, and at times our children and a host of friends, have spent every weekend on the Bay. It is as if a whole new world has opened to us. We boaters are a privileged bunch, not just because we can afford it, but because we have a special love of all

that sailing encompasses.

P.S. I found my boat advertised in Latitude.

Jerry and Margo Zanzinger **Union City**

Jerry & Margo — We think you're on the cutting edge of a trend. There's a whole lot of sailors who started families and businesses 10 to 15 years ago and more or less swallowed the anchor. Now that they've gotten their families and careers established, they're looking to smell the roses and salt air. Given the grid-locked mess California has become, sailing the Bay is one of the least stressful forms of relaxation available to Northern Californians. And once the kids get to be seven or eight, sailing is really an activity the whole family can

The other great thing is that you can buy so much more boat for so much less money than ever before. There are scores of great used boats in the under \$40,000 range — such as the one you purchased — that are ideal for families to sail in the Bay, up the Delta — or even down to Catalina and Mexico. Family sailing is such a blast that the Wanderer is even considering trading up from his beloved Olson 30

to a family-style racer/cruiser.

##WHAT ABOUT LAPTOPS AND CUBA?

Does Latitude or any of the readership have any experience and/or suggestions for laptop computers on cruising boats especially ones that will adapt to a boat's 12-volt system?

In another matter, I'm preparing to return to the West Coast via the Canal and would love to stop at Cuba along the way. Canadian, French, and other sailing vessels apparently do it quite regularly. Although the U.S. Government currently forbids U.S. citizens to do business with Cuba, I do not believe the law prohibits a stop by a sailing vessel — especially a singlehander who would be in need of rest. I know that other U.S. citizens have visited Cuba. Any information on the matter?

With better world relations all around the world, and with Cuba wanting visitors, it looks like a reasonable place to pull into.

Russ Jones My Way Bahamas

Russ — Things change so rapidly in the world of computers and onboard electrical systems, that we can't speak authoritatively on the subject. The Wanderer used a Toshiba laptop on Big O a couple of times with mixed results. "The big problems are," he says, "one, who wants to keyboard when you can be enjoying sailing in the tropics or having folks onboard for drinks? And two, you have to run the generator forever in order to recharge the computer's batteries." Big O now has an invertor, which may or may not have solved the operating and recharging problems — the Wanderer just doesn't know. So please, may we have some help from the readership?

True, the Canadians, French and Brits can all call on Cuba with their boats, but then they don't have a big naval base on Cuba's southeast coast, either. There have been a couple of sailing events from the United States to Cuba, but it's our understanding that U.S. vessels are specifically prohibited from violating Cuba's international waters. You can, of course, claim you have to put in because of a

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The old Lester Stone designed yawl boat

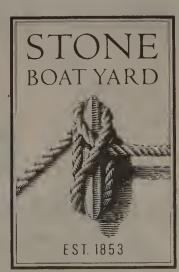
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LETTERS

medical or mechanical emergency, but if memory serves us, those who have done so in the past have ended up having to endure endless bureaucratic and diplomatic horrors and had no fun at all. Americans do go to Cuba by other means than yachts, but only if they have press credentials.

The situation may change at any time, however, since a bankrupt Russia can no longer feed its own population, let alone subsidize some island just south of Florida. As such, Cuba is in such horrible economic shape that Fidel would probably shave off his beard to normalize relations with the U.S. — as long as it didn't appear he was knuckling under to Yankee imperialists.

But make no mistake, Cuba is courting tourism, even from yachties. There's a big new marina under construction right now outside of Havana, a marina that, once it's open, will be off limits to the citizens of "the workers' paradise".

♦↑ROYKO SHOWS NO UNDERSTANDING

I have waited for 1. an acknowledgement that the Mike Royko column reprinted in Latitude, the one denouncing the luxury tax, was a spoof; or, 2. for someone more eloquent than myself to reply. In lieu of either, I would like to comment.

During the past 10 years, the top five percent income bracket (\$140,000+) has experienced an egregious increase of income — in sharp contrast to all other income brackets. That decade also saw an augmentation of tax rules that benefit the wealthy. When Reagan was governor of California, for example, he paid no state income taxes — unlike the rest of us!

Mr. Royko shows no understanding and little faith in his advocates in Washington who have legislated this token tax on toys costing over \$100,000. Perhaps he should view the matter from the perspective of a Social Darwinist; if you cannot apply the tax law to write off the boat tax, you probably should be punished be being obliged to pay it.

R. Ascencio Fort Bragg

R. — You, Royko, the Wanderer — all of us agree that the growing disparity of incomes has been a terrible thing for nation. A country with a shrinking middle class is a country with big troubles — and that's what we've got.

Legislators who supported the luxury tax said they did it to address the income disparity problem. In most cases that's probably a bunch of hogwash; they, like you, thought it would be politically correct to 'punish' the rich.

Regrettably for all, it's had just the opposite effect. The very wealthy in particular, have simply decided to either hold on to the mega yachts they've already got — thus saving themselves a fortune — or taken their business and boats to less tax hostile parts of the world. The Bahamas, for instance, is cashing in on the legislation in a big way.

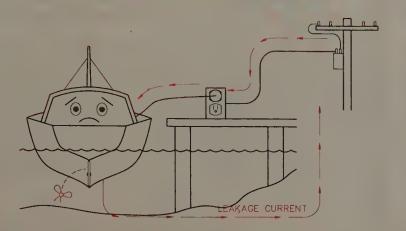
The net result is that thousands upon thousands of boat workers, who had been earning good wages and paying taxes, are now out of work. According to everyone's figures, the additional money brought in by the luxury tax comes nowhere near making up for the lost sales and income tax. In other words, our attempt to punish the rich has resulted in our punishing ourselves — and sentences such as the last one in your letter, which for the life of us, we can't figure out.

♦ WHEN I LEARNED NEVER TO RELY ON RADAR ALONE

This is the final installment of the Wind Witch and Arianna saga in which we were nearly run down.

Bill — I hope we can call you Bill — your apology is accepted. Just to let you know, we do have a permanent radar reflector mounted on the starboard-side upper spreader, which is the side from which you were approaching. Maybe it really was us you were seeing, but your range setting was out of whack. Or maybe we're a 'stealth' Slocum 43.

ELIMINATE

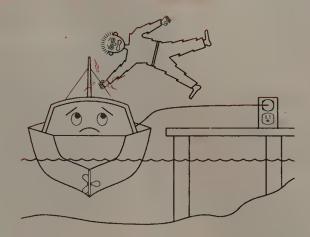


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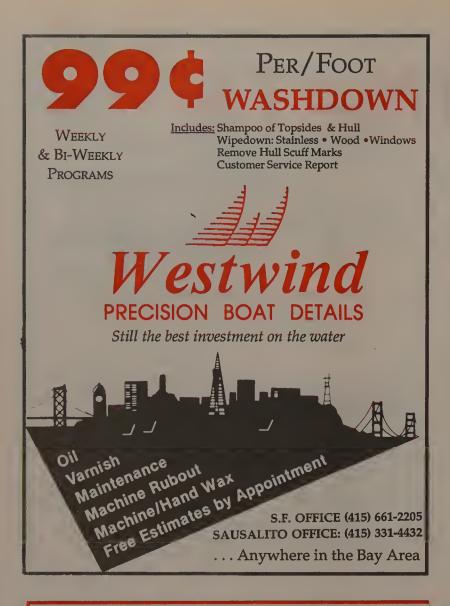
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LETTERS

Scary thought, isn't it?

Actually, stranger things have happened out there — like ships colliding in broad daylight when there was unlimited visibility and

both vessels were using radar.

I had my own scary experience with radar back in 1980 when I was delivering a Fisher 37 from Coos Bay, Oregon to Port Townsend, Washington. I was just about to turn the corner into the Straits of Juan De Fuca when out of the fog, not 300 yards away, came a huge fishing boat. The Fisher 37 is a pilothouse ketch, and this one had radar right next to the steering station. Because of the fog I had been using the radar and visual observations to avoid bumping something in the fog. But the fishing boat never showed up on our radar — even after we knew where he was! And his boat was as big as yours and ours combined.

That's when I learned never to rely on radar alone.

P.S. As a result of Latitude printing our letter, a very nice couple looked us up, explaining they were in the market for a boat and were considering a Slocum or possibly a Passport 42. The Slocum and the Passport come from the same mold, although the Slocum has had modifications made to the stern and underbody. After spending some time sitting in the cockpit and talking over the good (lots) and bad (few) points of our boat, we went below for the grand tour. As they were leaving they told me they thought that they had found their new boat. Just the other day we received a letter from them saying that they had indeed bought the Slocum. Chris and Nedra Wagner will be bringing the Magic Carpet into the Bay possibly sometime next fall on their way down to Mexico. Hopefully we will hear from them in Changes.

Jay and Jean Arianna Marina Village, Alameda

♦♦ WHILE MEANT TO BE FUNNY, THOSE JOKES AND COMMENTS ARE DENIGRATING TO WOMEN

Sailing is a sport in which more men than women currently participate. Despite this, Latitude 38 generally prints numerous articles about women doing exciting and noteworthy nautical things. These articles are written with a serious and respectful tone. Therefore, I find it somewhat incongruous that the same publication includes jokes and comments that, while meant to be funny and sarcastic, are actually quite denigrating to women.

A few examples caught my attention in your October issue:

As you predicted, the reader registration sticker was disconcerting — as was the line "90% of the money will be used to buy bigger boats . . . and younger women."

A line in the powerboat joke "... will cause beautiful women your daughter's age to become dizzy with lust..." This contrasted sharply with the article on the same page noting that Marryann Bremer won the 10K race in Aquatic Park.

In the Seeing Double article about the Russian vessel Baikal, you wrote, "The current crew, eight men and one women, attractive Olga Dimitrieva . . ." makes her seem like a deck ornament.

Finally, there was the "Coconuts and melons thrive in Polynesia" caption to a photograph of a topless Polynesian woman walking barefoot on a path surrounded by palm trees. That was just a little tacky.

Your own articles about women sailors are evidence that women make a worthwhile contribution to the sport. I think it's unfortunate that you simultaneously discredit women with your tasteless and not particularly clever jokes.

Lianne Voelm Oakland

Lianne — You give us more credit than we're due.

The line about "bigger boats and younger women" is a play on a verse in a very well-known country & western song.

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IFTTERS

The line about 'becoming dizzy with lust' was part of a humor column we bought from a Sarasota, Florida daily. If you'll read it again, you'll see the author was denigrating — with extreme prejudice — men with powerboats. He didn't say anything unkind about women.

We must, however, take full responsibility for calling Olga "beautiful" and the admittedly tacky caption about "coconuts and melons". We did it, it was wrong, but we have a semi-valid excuse: testosterone poisoning.

#↑LATITUDE MIGHT BE GETTING WIMPY AND RESPECTABLE

I have been enjoying the copies of Latitude that you send this way — after I duke it out with half of the people in the office for the issue. I do have one question, though. There is a feeling here that you might be getting, well, wimpy, as you approach the pinnacle of yachting journalism. For example, on page 115 of your August issue you quote Skip Stevely: "What a chickens--t deal." Ack!

Come on, how does somebody even say "s--t?" Are you getting respectable? — which is a lot different from being respected, a quality you already have and are in no danger of losing.

Your irreverent remarks, quotes and pics are the highly effective jabs at the pomposity of Yaaachting, as your many equally mouthy letter-writing readers point out to you on a monthly basis.

There are a couple of common phrases that, although I say them, I don't like seeing them in print, but "shit" — oops, I mean "s--t" — ain't one of them.

Sheila M. Cullen
Sailing
Port Washington, Wisconsin

Sheila — We slipped a bit in the August issue, but as Lianne Voelm pointed out in the letter above, we regained our form in October.

♦ ↑ THE **REAL** WANDERER — OF LIVERPOOL

History is replete with graceful ships and brave sailors, but none so beautiful as the four-masted barque Wanderer. Built in Liverpool by W.H. Potter & Co., Wanderer was launched August 20, 1891. She was 309 feet long, with 46 feet of beam and a 26-foot draught. She finished in at 1790 tons and carried 4500 tons of cargo.

Sailing lore suggests the Wanderer was an unlucky ship, and no less than John Masefield wrote a famous poem about her unsuccessful first voyage. But the Wanderer made many fast and profitable voyages, even to our own 'Saucelito' (Masefield used the town's original spelling). This Wanderer arrived just two days after the great San Francisco earthquake of 1906, and spent the next four months in the mud in Sausalito. She had made the passage from Antwerp in 155 days going east around, and in a four day period had covered 1,321 nautical miles. Not too bad!

The full story of the Wanderer was chronicled in Masefield's 1930 book, The Wanderer of Liverpool. I found a copy in a used bookstore and loved every word. It's complete with drawings, sail plans and crew lists. The story brings together a portion of sailing history and local events that ought to be remembered.

For all those 'would be' wanderers and the Wanderer himself, your roots couldn't be more proudly set than in the original Wanderer of Liverpool.

Kris Hager Celebration Sausalito

Kris — And who could forget Sterling Hayden's Wanderer, a magnificent schooner that lived a life of high adventure before she was lost on a reef in the South Pacific? If anyone is familiar with that vessel and her adventures — it was before our time — we'd love to have a report.

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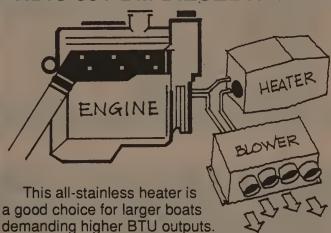
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LETTERS

Incidentally, Latitude's Wanderer would like it known that his current nickname is an abbreviated version of the humble enough 'Bay Wanderer'. Although the Wanderer now travels further afield than San Francisco Bay, he wouldn't want anyone to get the impression that he could ever fill the sea boots of the men and women who sailed on the abovementioned Wanderers.

#↑COULD THIS BE 'THE' BOB?

This letter is in response to Donald Street's Looking for Information on Bob Crytzer, published in the June 1991 issue.

I knew a Bob Crytzer in Manila, P.I. in 1963-64 and sailed with him on the yawl Aquarius in the first South China Sea Race from Hong Kong to Manila. Bob was well-known at the Manila YC, where he could be found almost any Sunday.

Crytzer was an old hand in the Orient and had spent World War II as a guest of the Japanese in the Santo Tomas prison camp just outside Manila. He was taken prisoner on Mindanao early in the war. His wife Glenda escaped capture, and was cared for — along with their new baby son — by the guerrillas until rescued by an American submarine crew. This son, interestingly enough, later graduated from the University of Tokyo.

Could this be the same Bob Crytzer that Don Street is seeking information about? I met Bob when I was on duty with the U.S. Navy at the Sangley Point Naval Station at Cavite in the Phillipines.

The Bob Crytzer I knew worked for the Marasam Company, which was owned by Pete Grimm, who also owned the schooner Lanakai (ex-Joanna) that had been built in Wilmington, California. This vessel was turned over to E.M. (Pete) Grimm as a replacement for the original Lanakai (ex-Hermes), which had been taken over by the Navy just prior to World War II and which was subsequently lost. This is the same vessel that was used in the movie Hurricane, starring Dorothy Lamour and subject of Admiral Tolley's book Strange Mission of the Lanakai or Incitement to War.

Bob Schreiber Commander USN (ret.) Oakland

##THE RED CROSS WORKERS WERE AMAZED TO SEE SUCH A QUICK RESPONSE

The devastating Oakland Hills fire generated tremendous community spirit, including the help of volunteers. I was one of many who volunteered at the Red Cross Center in Oakland.

When it rained on Friday, October 25, we heard reports that the people helping with relief efforts in the field didn't have rain gear and were getting wet. Some were even using trash bags to protect themselves from the rain.

I made calls to some of the local sailing companies and organizations that I was familiar with. No one offered to donate anything except for the Olympic Circle Sailing Club of Berkeley. Rich Jepson, one of the owners, not only donated 70 yellow rain suits, he even delivered them to the Red Cross Center within the hour! The Red Cross Workers were amazed, to say the least, to see such a quick response to our need. There were 70 very happy Red Cross relief workers in the field that weekend.

Many thanks to the Olympic Circle Sailing Club and Rich Jepson. Wendy Ware

Red Cross Volunteer Oakland

A tip of the Latitude hat to you, Rich, and Olympic Circle.

♯↑TWO QUESTIONS ON 12 VOLTS AND ONE ON A CAT KETCH

Thanks for running the informative article on 12-volt troubleshooting in your November issue. Could the authors be persuaded to answer two questions I'm left with?



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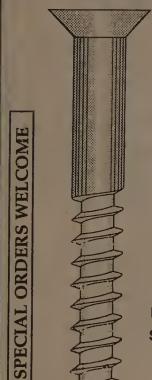
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LETTERS

1. What would happen if I accidentally reversed the positive and negative leads from the multimeter to a live circuit when checking voltage?

2. What if I accidentally reversed the positive and negative connections when applying power to a 12-volt light, instrument or motor?

Another topic: In late July I sent you a letter asking if anyone knew anything about a 30 to 40-foot cat ketch named Steppenwolf that I'd seen in a news photo. The double hard-chined steel vessel had freestanding masts, wishbone booms, an Autohelm windvane, and appeared on the front page of The Contra Costa Times. The photo was actually of the Mayor and City Manager of Rio Vista, but Steppenwolf was in the background.

I'd like to talk to the owner or builder and ask lots of questions about the design, construction and performance of this interesting boat. I would greatly appreciate contact from anyone knowing her;

maybe I could even get a ride if I popped for lunch.

Cliff Shaw 1207 Alfred Ave., Walnut Creek, CA 94596 (510) 939-02490 (home)

Cliff — Sorry we never had room to run your letter, because if we had, you probably could have gotten a ride on Steppenwolf all the way to Hawaii. In this month's Changes, owner Terry Tupper reports he found his crew for the trip to the Islands through Latitude. While Terry and crew had a lot of fun, they did have several problems with the rig; check Changes for details.

As for 12-volt question #1, the answer is simple: If you reverse the positive and negative leads between a multimeter and a live circuit, you'll make the New York Blackout of 1977 seems like child's play. Just kidding! If you're using a digital multimeter, it will accurately measure the voltage — but put a minus sign in front of it. It's idiotproof. If you're using an analog multimeter, it will peg the needle to the left, trying to show minus volts, rather than going to the right. In either case, it's not going to hurt anything but your pride. So says Eric Steinberg.

And what happens if you reverse the polarity to lights, motors and instruments? Steinberg says it depends. Incandescent bulbs and halogen lights don't care if the polarity is reversed, and will work fine. Reversed polarity, however, causes electric motors to run backwards, which in most cases will not give the desired result. Depending on the motor and its application, it can cause minor to serious electronic or mechanical problems. Make sure the polarity is not reversed on instruments. Most instruments are protected from such mistakes and it would only result in a blown fuse. However, owners often replace blown two-amp fuses with 20-amp fuses, in which case the instrument can be destroyed if the polarity if again reversed.

##WHERE IS THE 'QUIET WOMAN'?

I would appreciate any information on the whereabouts of *Quiet Woman*, an 18-foot Picaroon sloop, last owned by a man named Phil. If anyone could help, please contact me at 1004 Crellin Road, Pleasanton, CA 94566 or (510) 846-3941.

P.S. I ran two ads in the October Classy Classifieds, one in the November issue and two more in the December issue. It's been a great place to advertise.

Phil Nevearez, Jr. Pleasanton

#ATHE TRIOMPH DE ARC

Replacing batteries is one of those strange rites similar to recaulking deck seams. One puts it off as long as possible, nursing the old ones till they are positively gone. There are plenty of options in replacing batteries, but to actually get it done and over with is not simple. You have to consider the right size to fit your existing battery space, the right storage capacity for your electrical requirements, and



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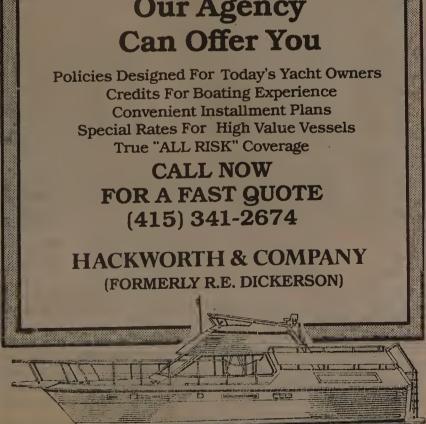
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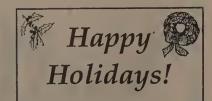


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Then there's the physical problem of getting the new ones in and

the old ones out. Batteries are heavyl

When we bought our boat five years ago, Mike Le Mieux of Nor Pac (then Kermit Parker Yacht Sales), gave us a complimentary battery from the ARC Battery Co. of Sausalito. After five years, and after letting the electrolyte drop below the plates, we needed new ones. We were then pleasantly surprised at the capacity quoted by ARC for two new 4D batteries. With 190 AH and 980 CCA they were a real bargain. Besides the price, we were able to get the batteries delivered and the old ones picked up for a modest additional fee.

The owner himself did the delivery, and we were able to find out a few more facts about the business. It seems they have been around for 25 years, the son has taken over from his dad, and he gave me a bunch of other details about why his batteries are so great. The one that impressed me most was that they get less than 1% returns. Believe me, after lugging these batteries in and out of your box, you do not want them to be defective.

ARC Battery Co. is located on Gate 5 Road in Sausalito. I think they are one of those little-known small businesses that make the Sausalito waterfront so intriguing.

> Udo Nittner Mendocino

Udo — ARC Battery occupies a fond space in our hearts. We had a couple of their batteries on our Freya 39 in Mexico in the early '80s. Those batteries provided years of long and hard service, and we think we got far more than our money's worth. Our only regret is that they don't have a branch in Venezuela.

U↑PUNY ATTEMPTS AT CIVIL DISOBEDIENCE

So my last letter was a little angry. A.F.W.P.B.E.'s was a little more erudite and his/her efforts at making change are a bit less obstreperous than puny attempts at civil disobedience. Are attempts at letterwriting and pressure-bearing still effective? As government and government-connected employment approaches 50% of the work force, it will be ever more difficult to force government, including the smaller agencies, to be responsible for their actions and expenditures. There's got to be a lid for this proliferation of taxes, fees, and new agencies somewhere.

At any rate, for every million dollars worth of 'fee-able' boats in the United States, the Coast Guard is hauling in an extra \$35,000 or so. Why such a hugh increase all of a sudden? A \$5.00 tax would have been tolerable, but we're already paying property taxes and DMV taxes on our boats, as well as general income taxes which already support the Coast Guard — all in order to sail on California waters which according to federal legislation were supposed to be "forever free." Arrrgh!

P.S. Oh, and fuel taxes also!

By the way, you don't need to belabor this thing in print. Can you tell me though, are there sailing organizations that are fighting this business at an organizational level, or are we just doing it as individuals?

> Jerry Klatt Placerville

Jerry — There are a number of marine organizations fighting it from a number of angles. It's going, however, to take a strong united front to repeal the 'tax'.

We think that most boatowners and the marine industry would disagree with your notion that "a \$5 tax would have been tolerable." The fear is that this is a 'foot-in-the-door' legislation that will not only encourage other government agencies to impose their own 'user fees' on mariners, but that once accepted, such fees will rapidly increase.

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LOOSE LIPS

If he didn't laugh he'd cry.

When Uncle Sam began requiring boat owners to pay a user fee in July, Houston resident Jack Weir dutifully phoned in his order for decals for his 18-ft Cobra. He charged the \$25 to his VISA card. Four days later, he opened his mailbox to find 90 envelopes of user fee decals. Each envelope was postmarked July 16 and sent via .276 cents postage. Shocked, Weir immediately called the number for the U.S. Recreational Fee program. He was told a computer error caused the mixup, and was instructed to return the decals.

Weir then called his VISA card issuer and found that \$2,275—for 91 decals—had been charged to his account. (The 91st decal arrived the following day.) Weir and his wife, Tillie, said it cost the government \$25.12 to send the decals, \$6.10 for return postage, plus 29 cents to mail the reimbursement check, a total expenditure of \$31.51

"Does this become part of the federal budget deficit?" asked Tillie, who then added, "We can't wait to see what will happen on the January 1 renewal date!"

— from Tiller and Wheel, monthly newsletter of the Martinez YC

By land or sea . . .

The drama goes on in the East Bay hills. Scarred by a horrific fire in mid-October, the next immediate threat came a week later when the first heavy rains of the season fell. Severe erosion and possible slides were predicted if culverts and other drainage systems weren't cleared. Among those heeding the call were 125 Coast Guardsmen—active duty, reservists and civilian employees—who spent most of the day Saturday, October 23, helping clear roads, ditches and so on of tons of debris deposited by the fires. By mid-morning, sandbags were placed to direct water flow and prevent further erosion. Sunday saw plastic retaining walls and silt fences in place and the ongoing removal of debris. The Coasties provided a further 50 people a day throughout that week.

Farallones rescue.

Cold, craggy and foreboding — not to mention off-limits to the general public — the Farallon Islands 25 miles west of the Golden Gate are not high on most boaters' must-visit lists. But one fisherman was sure glad they were there in November. About 8:30 the morning of November 7, a big wave flipped William Kaboos' 21-ft Bayliner in the chilly waters surrounding Southeast Farallon. Scientists working on the island spotted the 48-year-old Manteca resident clinging to something in the water and rescued him with their boat after calling the Coast Guard. Kaboos, who was suffering from hypothermia after nearly an hour in the water, was airlifted to Peninsula Hospital.

Let's hope the campaign goes a little better.

The chilly waters of San Francisco Bay seem an unlikely place for local politicians to make a 'splash', but that's just how Denis Rice chose to make his big announcement. Rice, a Democrat who is trying to succeed Representative Barbara Boxer in the Sixth District, tried to tie his declaration of candidacy into winning a real battle of the tides—'a swim from Marin to San Francisco across the Golden Gate on Monday, November 11. Unfortunately, the chill of the 57-degree water and the oversight to not correct for the daylight savings time—and the tide—prevented him from completing the swim.

F. Scott Fitzgerald knew what he was talking about when he said the rich are different from the rest of us.

Proof? A comment many years ago about bathroom fixtures by Marjorie Merriweather Post, the Kellogg heiress, who had Sea Cloud, a 400-foot four-masted barque built as her private yacht. "Gold plated bath taps are so labor saving," said Post, "because they never need polishing."



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OOSE LIPS

Clever boat name.

There's probably not a boatowner in the world who hasn't been overcome with frustration. They sell the boat and insist 'never again'. This includes, no doubt, the owner of the Never Again II. Seiler's remorse, It happens all the time. We even knew one guy who missed his big ketch so much he bought it back a year later — for \$150,000 more than he sold it for. So if you want to sell your boat, beware you may get what you want.

While on the subject of boat names, we've been alerted to a strange one by Kim Fennema of Ashville, North Carolina.

While at Dinner Key Marina, Coconut Grove, Florida, Kim took a slide of a transient catamaran sporting the name Adios U Awl Muddah Fucka. Kim wonders what will happens during radio calls: "To the vessel calling - what did you say your name was?" We also wonder what happens when this guy tries to check out of Isla Mujures or some other Mexican port.

Will West Marine Products have to change their name?

On November 21, the "West Coast's largest boating equipment chain" opened up a store in Miami, its first on the East Coast. West Marine Products sounds great for the 18 locations on the West Coast, but it might not play so well on the East Coast. We suggest Global Marine Products.

As is the case with a lot of big companies — West Marine does about \$70 million a year — it started small. Randy Repass began selling rope out of a garage in 1968 with a philosophy of "giving customers what they want".

Bad break for Tristan.

Tristan Jones, one of sailing's most colorful adventurers and spinner of yarns, became a double-amputee in September as a result of complications from a blood clot. Jones is of course known for a series of books detailing his sailing adventures just about everywhere, from the lowest body of water in the world, the Dead Sea, to the highest, Peru's Lake Titicaca.

After having one leg amputated, the always crusty Jones gave up monohulls to sail the world on Outward Leg, a trimaran. At 67 years of age and having lost both his legs, Jones finally admits his sailing days are pretty much behind him.

Shades of gray.

Once high on the list of Endangered Species, the Pacific gray whale has made such a dramatic comeback that federal officials and even some environmental groups - are recommending it be removed from the list. After being widely hunted in the late 1800s, there were only an estimated 2,000 to 5,000 Pacific gray whales left. Officials now claim that 21,000 gray whales migrate, usually very close to shore, between the Bering Sea and the lagoons of Baja California every year.

Even if the gray whale is taken off the list — there will be public hearings over the matter — the ban on hunting them will stay in place. Grays are between 36 and 40 feet in length, weigh about 30 tons, and feed on small to medium sized sailboats cruising to Mexico.

Weirder than a three-legged dog?

From Peter Spectre's "On the Waterfront" column of the November/December '91 Issue of WoodenBoat: ... "It's been a long time since I saw a copy (of Latitude 38). A monthly magazine printed on newsprint, It hasn't changed a bit. Still weirder than a three-legged dog, still loaded with letters to the editor, still as potent as a salt bagel from Kupel's in Brookline, still awash in California funl funl still an everlasting kick to read. You'll never mistake it for Motor Boating & Sailing, which is the highest compliment you'll ever get from me."



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like a part of the family

They say that people begin to look like their pets after many years of mutual companionship. The same might be said of sailors and their boats, especially when the relationship endures for over half a century.

Loran "Doc" Mebine, a retired optometrist, may have reached the age of 78, but he's still lean and able. So is his R Class sloop, the 40 foot Machree, that lives in the harbor at the foot of the Corinthian YC in Tiburon. Loran's blue eyes and neat white moustache mirror the yacht's blue and white deck and topsides. Born within five years of each other, Mebine and Machree still love a sail on the Bay and give no indication of reversing that habit anytime soon.

We caught up with the pair early on a Tuesday morning, shortly before Loran hosted one of his two weekly outings on the Bay. While waiting for some of his fellow retirees to join him for a jaunt over to the Cityfront on a sunny November morning, the sailor shared some of his thoughts about owning a boat for 52 years.

"I really think of it as a privilege to have a boat that's so balanced and sails so well," he says. "The thought of owning another boat is hard to consider. She's sort of like a member of the family."

Originally gaff rigged, Machree is a William Gardner design, built by Madden and Lewis in 1918 for J.R. Hanify, a well known local yachtsman. She competed in the then-hot R boat class, winning the coveted San Francisco Perpetual Trophy in 1921 and 1935.

At the time of the latter victory, young Mebine was studying at UC Berkeley and sailing was the furthest thought from his mind. Fencing was his recreation, a sport he pursued ardently until a decade ago. After graduation, Loran married and went to work in Sacramento. One day he passed a newsstand and noticed a copy of *Rudder* magazine. For some inexplicable reason, he bought it. He became fascinated with boating and soon took out every library book he could find to study the subject.

In 1938, Loran moved to the Bay Area, determined to buy a boat. He naively asked one of the local 'experts', who steered him onto a 24-ft gaff-rigged sloop. Teaching himself to sail as he went, Mebine soon discovered that this yacht was among the slowest ever built and difficult to tack in a chop.

Not satisfied, Loran kept looking for his dreamboat. Through his twin brother, he learned of the estate sale of *Machree*. Borrowing and begging all the money he could find, the new sailor went to open court in the City to place his bid. The nail biting process eventually went his way and Mebine found himself with the antithesis of his first purchase. *Machree* was sleek, fast and responsive. "It was a surprise, almost a shock, to be on a good boat," he recalls.

Although he came into the R boat fleet at the end of its glory days, Mebine still learned a great deal by taking part in Bay races. He advises the same for anyone else who really wants to learn how to sail.

He also notes that the macho mystique of yacht racing at the time blinded he and his fellow competitors. "We never reefed," he says, "and since we also didn't have speedometers then, we didn't notice that the boats slowed down when we put the leeward rail in the water." He's glad to see that modern sailors have figured out what makes a boat faster.

In 1951, Mebine ended Machree's sailing career when he installed an engine. He considered selling the yacht, but then decided to raise the freeboard by 14 inches and add a cabin and some cruising amenities. The rig was raised, too, which made the boat too tender, so he had the sail cut down a bit. The result was a fast cruiser with which Mebine, his wife and their six children, could daysail, cruise up and down the coast a bit, and head up the Delta in the summer. By painting over the varnished trim, Mebine reduced the maintenance to a basic yearly haul out. "We don't attempt to keep up the concert piano look," he says.

Retired now for 23 years, Mebine has grown to dislike crowded weekend sailing. He opts instead for regular sails during the week. His regular Tuesday group includes a couple of other former medicine men. Edwin Gordon is a retired ob/gyn and Ted Van Ravenswaay used to practice dermatology. "We've got most of the body covered," Loran jokes. Joining them, too, are Irving Wasserman, Gorge Berticevich and Leo Berti. On Thursday, Mebine sets sail with another friend, Dr. Dossett.

continued next sightings page

a nickel's worth

While we don't care much for hunting or fishing, we think Tom Stienstra's Outdoors column in the San Francisco Examiner is one of the finest columns of any kind in any paper. He's entertaining and doesn't hesitate to speak his mind about issues that count.

Take his November 17 column. It started with: "The biggest rip-off in California is having to pay \$6 to take a walk on a state beach. . . " and went on to explain that the recent outrageous price hikes are the work of the California Department of Parks director Henry Agonia. His capricious fee increases have raised the CDP's take from \$30 million to \$140 million in just the last five years.

When the Parks Department claims they have to cover their expenses, Stienstra counters that the U.S. Forest Service provides free(!) or low-cost camping in a variety of



of goods

excellent locations. How can that be?

"You get too much [States Parks Department] government for your money, and too many bureaucrats in Sacramento at too high a cost. You put a dollar in and you get back a nickel's worth of goods."

We don't always agree with Stienstra, but we read his columns carefully. If you care about California, we suggest you do the same.

In that same November 17 column, Stienstra reports that signatures are being collected for a 1992 Free Beaches Initiative, which would forbid day-use and parking fees at state beaches, and limit fees on all other state parks to the cost of maintaining each facility. Latitude encourages you to support the proposed initiative: we need free beaches far more than legislative-criminal profligates need more money to waste.

family - cont'd

"I can still sail her singlehanded," notes Loran. "Heck, all I have to do is get the sails up and she sails herself, but I like company. Machree is my home away from home, and I'd be real unhappy if I couldn't come and spend time on her."

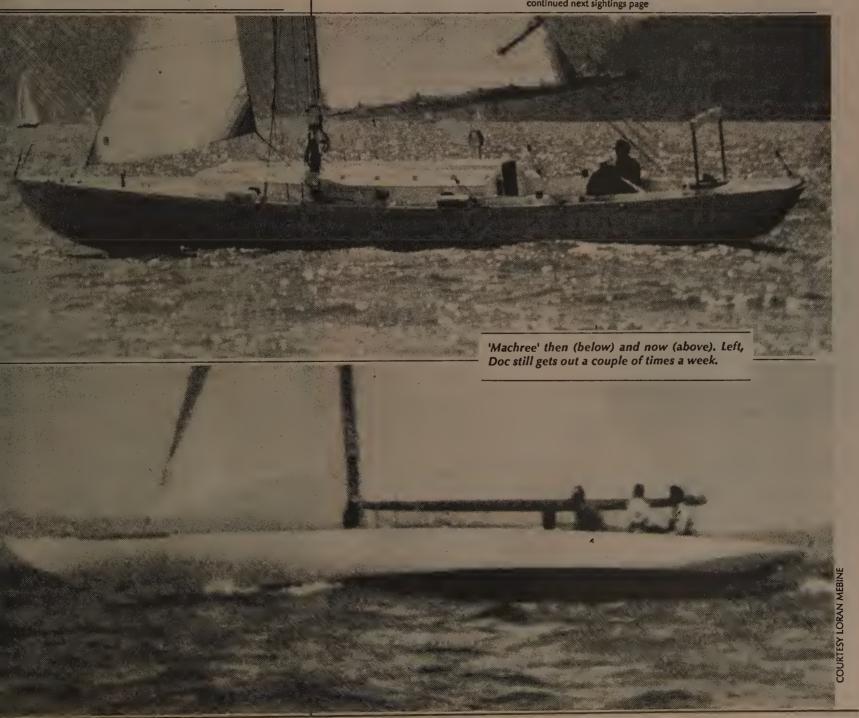
- shimon van collie

fellowship of the rings

We received a healthy response to our multiple-choice 'test' last month. You know, the one where we showed a dozen different ways people tied their boats up on one finger of one dock. We asked, among other things, which tie-up method was the best, should you take dock lines with you or leave them, are rings better or worse than cleats — and what the heck was the proper name for those ring thingies, anyway.

Keep the latter question in mind as you read through these excerpts.

I've always thought 'dock ring' was a reasonable name for those little rings on the dock. It seems accurate, concise and simple. In 20 years of messing continued next sightings page



rings — cont'd

about on the Bay, I've never yet been misunderstood when asking someone to tie or untie from a dock ring.

The best method of attachment to a dock ring is illustrated by the photo



You think some of last month's line handling was bad, look how this guy stows his anchor!

captioned 'thimble and splice'. It is twisted nylon line, for its strength, stretch and recovery, with a thimbled eyesplice for strength and fray resistance, either spliced around the dock ring if you'll be there until the line needs replacement, or attached with a shackle if you won't. Second best, which I usually use, and which may or may not be illustrated by the photo captioned 'Neverending Half Hitch', is an 'anchor' or 'fisherman's' bend, with additional half hitches as necessary to keep surplus line off the dock.

In addition, I consider extra shock absorption essential to reduce stress on

dock, dock ring, deck cleat and deck, and I prefer snubbers over steel springs because to me they're quieter and more attractive, but I have yet to find a berth where I felt the need for a snubber on more than one line. Does anyone else use just one?

I guess this makes it obvious that I leave dock lines on the dock and carry separate in-transit mooring lines, but I suppose removing dock lines may seem worthwhile to others, and maybe that accounts for at least some of the variety in your photographs.

— phil lloyd san francisco

In my opinion, a thimble spliced into a nylon dockline and secured to the ring thingamabobs (otherwise known as 'ring bolts' according to The Sailing Dictionary) via a shackle of adequate size and the proper chafe protection is the ideal way to tie up. The 'Chain and Thimble' and 'Thimble and Splice' photos appear to be the most secure docklines pictured. Note the apparent chafe gear in both photos.

If you have a permanent berth with docklines 'custom' made (shackles and thimbles spliced in place), you would likely not take them with you when you go out. According to Chapman's and The Annapolis Book of Seamanship, however, it would appear that taking your docklines with you is common practice back east and in Europe.

— bill & inger grummel beacon harbor, bethel island

Instinct tells me the photo captioned 'Eye Splice' is best. It puts two full diameters of line on the chafe spot, hopefully extending line life. Intellectually, however, I'd have to go with the 'Thimble and Splice' — but I'd have preferred they had tucked away the bitter ends of those yarns a little better.

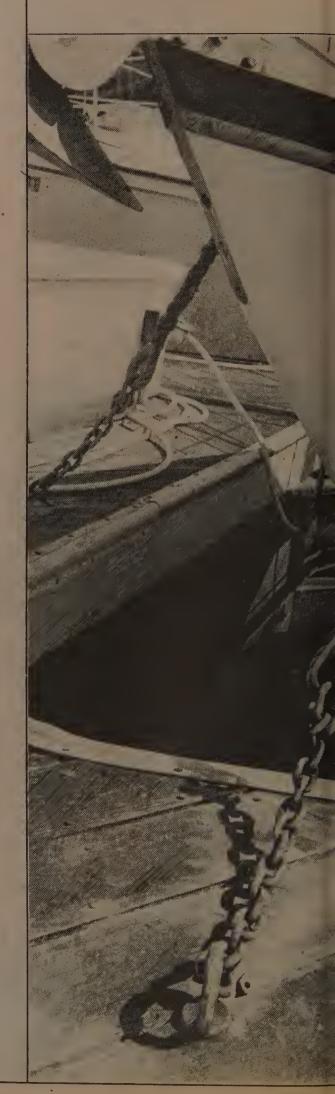
For permanent docking, I prefer to leave the docklines on the dock. I have permenently-fitted chafe protection, and the eyesplice at the boat end drops nicely over over my bow cleat. If I'm cruising and encounter these **padeyes**, I'd tie to them.

— chris mckesson san diego

Statistics show that more boats are lost at moorings than on the high seas. Quite possibly this is the result of ignorance regarding the forces involved in securing a boat to a berth or at a mooring. Some of the slipshod tie-ups shown on pages 74 and 75 should not be allowed. . .

The mooring devices shown in the illustrations are eyebolts. These are bolts with a solid eye at one end and a threaded bolt or lag screw on the other. The lag screw type should not be used unless you are prepared to chase your boat across the Bay. Similar fittings with a fixed eye and a closed ring running through them are called ring bolts. They have more flexibility than eyebolts

continued next sightings page



rings — cont'd

and, in my opinion, are the preferred fitting.

How to tie up? In my opinion, the better way to tie up is the chain and thimble system. Most importantly, no line subject to chafe is fastened directly to a rusted, abrasive eye or ringbolt. The chain keeps the shore end of the mooring line off the deck and prevents chafe. Chain is also adjustable so that mooring lines can be easily set to the proper length. The glaring lack in your illustrations is the absence of wiring of the pins in the shackles. No sensible sailor will neglect to wire the shackles in the anchor line — why do they almost universally neglect to do this in their mooring lines? I have personally paid for this oversight and have, for others, refastened many shackles that have lost their pins.

Thanks for the opportunity to unburden myself on a subject that I feel is too often treated cavalierly. As you may have guessed, I am a safety engineer and a sailor for more years than I care to count.

> Larry Schmelzer Kensington

I decided a rating system was the best way to judge each method. After studying each for a) 'Risk Factor In High Wind and High Tide' and b) 'Artistic Factor After a Gin or Three', I decided the 'Chain and Thimble', followed by the 'Spring and Ring' were functionally the best. Functionally worst were 'Loops and Bights' and the 'Last Tangle in Paris'. On the artistic side, I had to give the nod to 'Frayed Bowline, Nice Coil' (also my wife's favorite — "Not too safe, but shows class," she says), with 'Electrical Tape' having the least creativity.

The name of the ring thingamabobs are docking line rings.

About whether docking line cleats are stronger or weaker than docking line rings, it depends on how each is attached to the dock. But you asked the wrong question. The right question is, "Which are more functional?" The answer: Rings for fixed docking, cleats for guest docking.

Is there a better way than all of the above?

Yup. It's to combine all of the above, like the 'chain, snubber, thimble and splice' — with leather around the eyesplice on the boat cleat — shown here.

- maxinamillion kirk pt. richmond

Thanks to these T-shirt winners and everybody else who sent in a response.

So what do we think? Well, we still don't know what to call the damn fittings, but as far as the best way to tie up of the photographs we ran, we have to go with the majority - the chain and thimble with, as mentioned above, three-strand nylon line, the proper chafing protection on that rail chock and 'mousing', as it's called on the pins of all shackles. We also agree with the fellow who says that his way may be better than those pictured. (That nifty 'anchor fender' also gets honorable mention.) However, since we're after Close, but no cigar. that elusive 'best' way here, we'll have

to relegate this method to the 'not quite' category, as well. Despite a leatherbound eye splice at the deck cleat, we see no chafe protection at the rail (although this may simply be due to the quality of the Polaroid snapshot) and we simply couldn't bring ourselves to trust a piece of rubber to hold a boat in a blow, even if this particular type does have some sort of metal 'backbone'.

Our ideal ring-tie — which, incidentally, we would leave at the dock when we were out sailing — would also be a combination: the 'chain and thimble' with an in-line snubber. It'd be strong, long-lasting, shock absorbing — and even if the snubber did not away or get stolen, the boat would still stay in one place.



an experiment with a staysail-rigged sloop

A few years ago, in a *Small Boat Journal* article by Phil Bolger, I read about a boat he called a staysail-rigged sloop. The concept of such a boat had been on my mind for over a decade. I was glad to find a name for it, and to get it from so distinguished an authority.

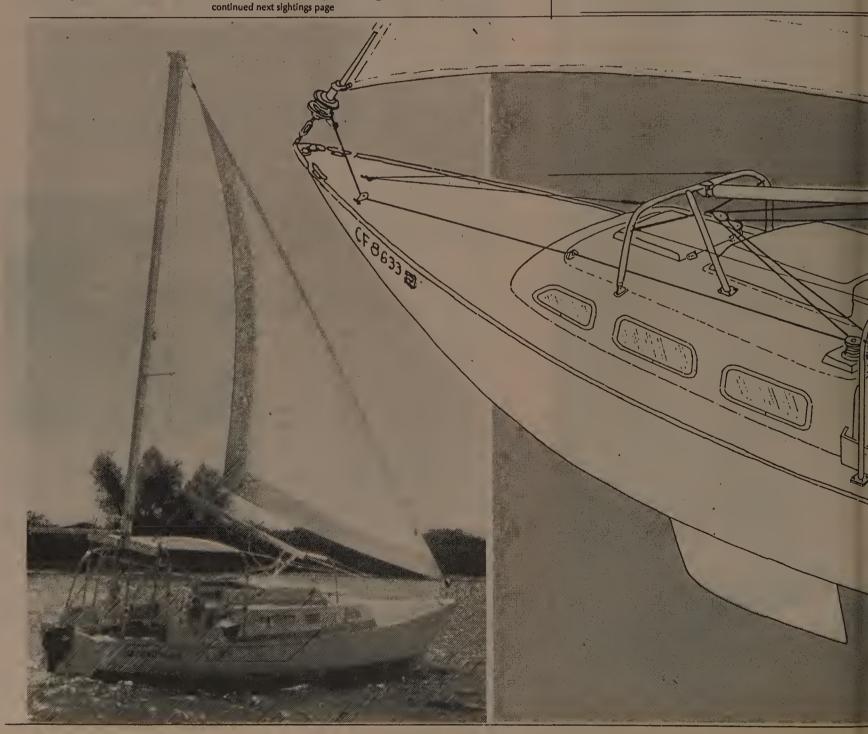
It's a sloop with its mast way aft, one huge jib and no mainsail. The advantage? Aerodynamic efficiency, simplicity and, when supplemented by a jib club and self-furling, it should make for very easy sailing. But would it actually sail well and be as easy and practical as it seemed on paper?

If designed and built as a staysail sloop from scratch, such a boat should not cost more than a conventional boat of the same size. In this case, since I'm not a boat builder and no such boats are on the market, the only solution was to take an existing boat and modify it. I owned a very well-built 22-year-old Santana 27 that is still in very good condition except for the sails. In today's used boat market, its resale value was about a fifth of what a new boat of that size and type would cost. So it made an ideal candidate for my experiment. In addition, the boat already had a unique feature in the form of a very sturdy 'sun-dodger'. I had built it several years before in response to an order by my skin specialist to avoid any further prolonged exposure to sunlight. After nearly 50 years on the water, I sure wasn't about to quit sailing!

no news is not

Frankly, we've been hedging a bit on writing more on the User Fees. For a while there, we were beginning to sound like a broken record, regurgitating the same facts and figures month after month. We also thought that something would happen — with all the opposition and lobbying and letter-writing going on, surely something would happen.

Well, there's there's good news, there's bad news and there's glimmer-of-hope news. What we're going to call the good news is that only about 1 in 10 boaters nationwide have bothered to purchase the \$25 to \$100-per-boat 'Recreational Vessel Fee' stickers, even though they've been 'mandatory' since September 1. So the robber barons in congress who were expecting some \$127 million to be raised in fiscal 1991 took in \$14.6



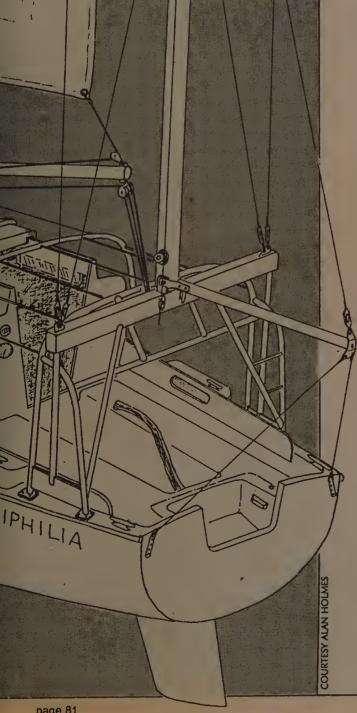
necessarily good news

million. YESI Okay, Bronx cheer, everybodyi Altogether now: face east... one... two... three - PTHPTHPTHPTHPTHPTH!!!!!! (Yuh mudda wears wingtips, yuh dirty....)

The bad news is that, so far, a repeal has not happened. This despite 257 House members and 27 Senators who have co-sponsored repeal bills.

The 'glimmer of hope' is apparently in full swing even as this is being written. On November 18th, 19th and 20th, the lobbying arm of BOAT/U.S. rallied boaters around a call-in campaign called "Appeal for Repeal". (We received the information after the November issue had come out, so could not include it.) The idea was for all boaters concerned about the User Fee to call four numbers: The White House — (202) 456-

continued middle of next sightings page



experiment — cont'd

I should also add that designs and experiments of all types have been a source of great pleasure in my life. Now the biggest design experiment of them all was staring me in the face.

The logical location for the 'new' mast was atop the dodger frame. Being made of stainless steel tubing, I knew the dodger was strong. I had also spent a good amount of time beefing up both its on-deck attachment points and the nearby hull-to-deck joint.

I was trained as a structural engineer, so on the drawings I added the bracing needed to handle all the estimated fore, aft and side forces. When I was done, I found I had created a welder's nightmare and not exactly a handsome structure. After several redesigns, I finally had something I felt I could afford and which didn't look awkward, at least to my eye.

This structure ended up not using the dodger, at least not directly. It consisted of a simple box beam (4 by 6 inches in section) supported at each end by a vertical pipe column. The bases of each of these columns were supported by plates spanning two pipes of the existing dodger frame on each side of the boat. Two additional pipes, set diagonally, connected the center region of the beam to these same dodger pipes on each side. The use of the existing dodger frame base plates saved me the difficulty and expense of having new bases measured and fabricated for the Santana's difficult, highcrown deck geometry. For good measure, I added another half inch of fiberglass and resin to the previously-added reinforcement points.

The mast sits in a tabernacle at the center of the box beam, 5 feet above the sheer line, with the shrouds connected to the two ends of the beam. A boomkin extends horizontally from the mast base. The boomkin supports the backstay and two angled jackstays, which connect to the upper corners of the transom. The latter also required internal reinforcing. The boomkin is 5 feet long and extends 2½ feet aft of the transom.

Once the drawings were complete, work proceeded smoothly, and I soon had to make an important last decision. How tall should I make the mast? I intended to use the old mast after giving it a new coat of paint, but with its base now 2 feet higher than it had been on the cabin top, it obviously needed to be shortened. My load calculations were based on a 30-foot mast, but looking at the resulting sail area, I knew that in our typical conditions on San Francisco Bay, we would be sailing reefed (with the sail not fully unfurled) most the time. Since one of the main design goals was to make sailing easier. and considering the many unknowns that exist in these situations, I settled for a safer 25 feet. This put the top of the mast 28 feet above the lower end of the forestay versus 34 feet for the same measurement on the original boat.

The new furling sail would have an area of 220 square feet versus 340 for the working jib and mainsail on the original boat. In our typical 20-knot winds, the original boat would beat to windward at hull speed on the working jib alone, and its area was only 190 square feet. Adding a reefed main to this made it possible to point a little higher, but because of a fierce weather helm (the result of excessive heeling), there was really no advantage unless you had a lot of human ballast on board to eliminate the heeling, the weather helm, and the drag it causes. In light of this, 220 square feet seemed like a very reasonable size.

The center of effort for the new sail was a foot aft of the original sail layout. There was nothing I could do about this, except rationalize that the extra weight aft (250 pounds) would tend to raise the bow, hopefully moving the center of lateral resistance aft about the same amount. If I found I had too much weather helm. I could always have the sailmaker remove a foot or so off the sail's leech.

The boom from the original rig became my jib club. To attach it, I designed a stainless hoop that connected to the boat's original chainplates on the cabin top. For good measure I added a welded-on diagonal pipe to handle forces in the fore and aft direction. This hoop also makes an ideal place to attach lifelines going back to the dodger and forward to the bow. Over most of their length they are about waist high and the rigid hoop support gives them a sturdy quality which stanchions generally don't provide on a boat this size.

By reusing the mast and most of the old rigging, I managed to keep the cost of all this down to about the value of the boat as it stood at the start of the project. This includes the new sail and self-furling equipment. It doesn't

continued next sightings page

experiment — cont'd

include the cost of a new paint job which I decided was needed halfway through the project.

The new boat also needed a new name. I chose Experiphilia because it immediately tells a lot of puzzled onlookers that I love to experiment, and that's why the boat was created. I'm very pleased with the results. In a good breeze she does every bit as well to windward as the original boat and points as high. Downwind and reaching she is not as good because the sail area is so much less. Likewise, there is some drop in performance in light air. But she's easy to handle, there is only a moderate weather helm in high winds, and my old hands are grateful for the reduced amount of sheet handling. The staysail rig for a sloop proved to be very practical and works well.

The boat was originally more of a racing boat, but of course she's now intended to be a cruising boat. Which is not to say that a staysail-rigged sloop might not make a good racer. With a taller mast, an extra forestay and a second jib (only one of them clubbed, as on a clipper rig), you'd get the same advantage of the slot effect without the mast spoiling the air flow at the leading edge of the second sail. The shorter stay could be easily detachable at its lower end so that a spinnaker could be flown in the usual fashion when going downwind. To those who may think that my mast structure presents a lot of wind resistance, I submit that most of it arises out of the sun-dodger frame which plays no essential role in supporting the mast.

If I were to change anything on Experiphilia, I would increase the height of the mast about 4 feet. I would then increase the luft of the sail and shorten the foot, keeping the sail area about the same, thus moving the center of effort

forward somewhat. The risk paid off for me, but the mast height was one detail

where I played it a little too safe!

- alan m.c. holmes

fair sarae gets a 'continental' facelift

We thought the 103-ft schooner Fair Sarae was special enough that in January of 1990, we made her the subject of a 'Boat of the Month' article. Her new owner thinks the black-hulled beauty is so special, he's having her restored to as-new condition. Stone's Boat Yard in Alameda is doing the work, and we recently stopped by to take a look.

Fair Sarae is presently gutted of her interior, and is in the process of having her teak planking removed and reconditioned. The best is yet to come, however. By the spring of 1993, Fair Sarae will have been brought back to mint condition — as good as, if not better, than when she slid into the North Sea

off Lowestoft, England, in 1937.

Overseeing the restoration is Bill Bodle, who co-owns Stone's with his wife Grace. They're old hands at this kind of work, having completed a similar transformation on their 130-foot *Panda* in the early 1980s. Stone Boat Yard, of course, has specialized in wooden boats since 1853. "We work in all the mediums required for a yacht the size of *Fair Sarae*," says Bill, "although I still haven't figured out a good use for fiberglass in a boat yard!"

Former owner Lucy Bancroft brought Fair Sarae to the Bay in 1984 after spending a half-dozen years in the charter business in the West Indies and New England. The death of her husband almost two years ago prompted her to sell the yacht earlier this year. Bodle was prepared to do some repairs and send Fair Sarae on her way when word came from the new owner, Germany's Christian Thesenfitz, that Stone's had been chosen to do a complete overhaul. To say the Alamedans were happy is one of the top understatements of '91.

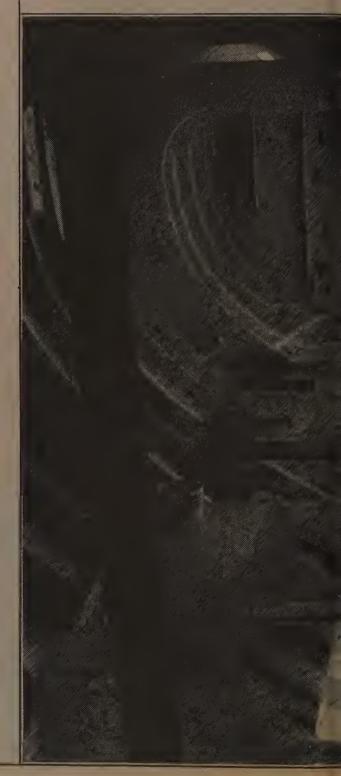
Thesenfitz, according to Bodie, bought the schooner with a desire to join the current rage among Europe's well heeled crowd. It seems the cognoscenti on the continent are buying vintage sailing yachts, having them totally restored and then campaigning them at Mediterranean regattas like the annual end-of-summer get together in St. Tropez. How continental! Mr. Gucci, for example, recently dropped somewhere in the neighborhood of \$30 million to refurbish the 200-foot *Creole*. The process included not only recaulking the above-water plank seams, but also gilding them!

Bodle doesn't anticipate going to similar extremes with Fair Sarae, but he and his crew of 30 are being meticulous in putting the yacht back in A-1 continued next sightings page

no news

1111; House Speaker Thomas Foley — (202) 225-5604; Senate Majority Leader George Mitchell — (202) 224-5556; and OMB Associate Director Janet Hale — (202) 395-3120. They were to tell the people on the other end that, basically, the User Fee stunk to high heaven and they wanted it abolished.

This is being written on November 24. We have to go to our printer early this month because of Thanksgiving, so tonight's the night. Unfortunately, according to our, ahem, Washington beaureau chief, the furor over the call-in campaign won't be resolved until at least Monday. So we won't be able to tell you what happened until next issue.



- cont'd

We can't tell you how many calls went through either, because the offices listed above are so pissed at the media that, as of Friday, they wouldn't even talk to any of us. "We take that as a good sign," says a BOAT/U.S. spokesman. "If they won't tell us, it's got to be good."

Reports from a lobbyist who had just come off the floor indicated that all hell was breaking loose and that "anything could happen". Opponents are apparently bending, but weren't going to defeat User Fees until they had the rest of that \$127 million, presumably so they wouldn't bounce any more checks. One group of supporters was

continued middle of next sightings page

fair sarae — cont'd

shape. As of mid-November, they had gutted the interior and removed the deck superstructure. The hatches were being repaired, revarnished and rechromed. The teak planks were being removed from the wrought iron frame, examined for damage, repaired and replaced.

A word about the teak. This is not your garden variety wood. Back when England owned Burma 100 years ago, large teak logs were shipped to Mother England. It wasn't used right away, however. The wood was chained and sunk in the chilly English waters to age for 40 years. Then it was refloated and cut into 30 to 40 foot planks for use on yachts like Fair Sarae (which started life with the name White Bitch, a moniker that was soon changed by original owner Henry S. vom Berge to something less offensive). Bodle has found the planking to be in excellent shape. In fact, it's vastly superior to the container load he just received from Burma. "The new stuff can't hold a candle to the aged teak," says Bill.

In fact, the quality of almost everything that went into Fair Sarae is mind boggling. The deck superstructures are fit together by joinery and dowels, not continued next sightings page



fair sarae — cont'd

fasteners. The planking is bilaterally symmetrical, which means that all the planks butt end to end at the same place port and starboard. The teak planks were joined to the frame with 12,000 admiralty bronze bolts. When cleaned off, most, if not all, look brand new - a testament to the precision and care used by the workers at Brooke Motor Craft in England. (Those same bolts now cost \$10 a pop, which gives you an idea how valuable such a yacht is today.)

Bodle is not without a sense of perspective about the project. Restoring this sailing queen means more to him than satisfying someone's wealthy fantasy or job security for the next year. "I feel really good about doing it," he says. Boats like Fair Sarae have value beyond being toys for the rich. They're art objects. This project appeals to a higher sense of morality."

- shimon van collie

tom allen: vachtsman of the year

San Francisco's Tom Allen admits he's a 'yacht racing junkie.' We're not going to recommend that he get himself to a 12-step self-help group any time soon, however. In Allen's case, he definitely puts more into sailing than he could ever get out of it, except perhaps the satisfaction of helping the sport move forward into the 1990s.

Allen recently received the highest kudos available to a Northern California sailor: the Pacific Inter-Club Yacht Association's Yachtsman of the Year award. Every year since 1977, this award has recognized "persons who have performed outstanding and distinguished service to yachting." Allen joins an elite list of former recipients including Bob Klein, Tom Blackaller and Roger Eldridge, to name just a few.

A former marketing representative with IBM for 32 years, Allen retired in 1987. Now a youthful 64, the bespectacled San Franciscan has spent the intervening years in a variety of administrative posts, including delegate to the PICYA, head of the St. Francis YC's race committee (a job he turned over to Steve Taft in 1991), a member of the St. Francis' executive race committee, a senior judge for the United States Sailing Association (or US Sailing, as they like to be called — formerly USYRU) and a certified judge and umpire for the International Yacht Racing Union. The latter qualifies him to be one of the on-the-water referees at events like the Congressional Cup and Liberty Cup match races series, both of which he has officiated.

Tom's yachting activities don't stop there. He's also a vice president and member of the executive committee for the US Sailing, which is based in Newport, Rhode Island. The committee meets four times a year, plus conference-calls monthly to discuss issues of importance to the sport of sailing. Some of the issues that come up aren't exactly mainstream items, but Allen finds them fascinating. Recent examples are US Sailing's desire to alter the rules for sponsors donating to sailing events and discussions about the liability that sailors have when they enter a US Sailing-sponsored race. "I enjoy that

kind of stuff," he says.

There's so much to talk about regarding his sailing administration/race committee work that it's hard to find out much about Tom Allen's personal life. Frankly, with the schedule he has attending meetings and flying out to judge events, he may not have much of one! We do know that he learned to sail 32 years ago and bought a boat with some friends in San Francisco. Handicap racing didn't do much for him, however, and he switched over to the one design International Class. In 1962, Tom and a partner purchased Whitecap, hull #91, from Norway. A year later, the partner moved away and Tom assumed full ownership of the pretty sloop with its bright-finished mahogany hull. He's been an avid 'woodies' racer ever since.

Active participation in the IC class is a point of pride for Tom, in fact. He's well aware that the rank and file members of organizations like the USSA and IYRU see the administrators as blue blazers who have forgotten what tiller or a sheet feels like in their hands.

"Bill Martin (the immediate past president of the USSA) used to start our board meetings by asking how many of us had been sailing in the last month," Tom says. "Often, not many of us had. I don't get out as much as I used to, but I hit the starting line about once a month. I even won a race recently. That felt pretty good." continued next sightings page

no news

running around trying to tag a repeal initiative on, of all things, a piece of foreign aid legislation.

And where has all this foolishness gotten us? Locally, we can count on one hand the number of User Fees we've spotted on boats since September. Boaters back east have hauled out early for winter to avoid the '91 fees (which were only good through the end of the year). And a combination of the User

when war came

It's been said the most day-specific memory of the baby boomer generation is November 22, 1963. No one capable of remembering will ever forget exactly where they were and what they were doing when they heard the news that John Kennedy had died in Dallas. For our parents, however, a day that may overshadow all others is December 7, 1941. None of them will ever forget where they were and what they were doing when news came down of the attack on Pearl Harbor. As the nation prepares for the 50th commemoration of that 'day of infamy', we invite you to experience it and its aftermath through the eyes of a local sailor who lived it.

On December 7, 1941, I was part of the crew sailing the 43-ft Yalante across the Bay. We were half-listening to the afternoon ballgame on the portable radio when the announcer interrupted, "Pearl Harbor has been struck by a Japanese air attack this Sunday morning." I was 17.

Would the West Coast be next? Anxiety was high and the U.S. mobilized fast. Naval patrols started searching for probable enemy penetrations. Troop convoys flooded the Bay Area. Within a couple of months, I remember a submarine net being stretched from Sausalito to the City Marina. Only commercial fishing boats and patrol yachts were allowed to go out the Gate hugging the shoreline. All other ships had to pass through the center of the net, which was opened and closed by tugs. Recreational boaters were not allowed outside.

By March, 1942, shipyards had been erected to build Liberty ships in Sausalito, Richmond, Alameda and South San Francisco. Mare Island had become a submarine base. As a result of these and other military operations, half the Bay was also off-limits to pleasure boaters. Additionally, we were required to carry Coast Guard I.D. cards, complete with a photo and thumbprint — and every boat had to have 1-foot-high 'CPSF' registration numbers painted on both sides. Weekend sails were no longer planned to Santa Cruz

- cont'd

Fee and Luxury Tax on new boats over \$100,000 has been blamed in part for the following 1991 figures: small boat sales down 27%, 'luxury' boat sales down 71%, some 4,000 dealers driven out of business and as many as 19,000 boating industry people out of jobs. All of which has cost the government far more than it took in.

Unbelievable.

to san francisco

or Drake's Bay, but Belvedere, Paradise Cove or San Rafael were still okay.

I don't remember many complaints about the restrictions — the specter of being gunned down or torpedoed by the enemy was enough to assuage most longings to sail out the Gate. After all, Pearl Harbor was just a stone's throw away. The fear permeating the coast was punctuated by constant tests of air raid sirens, many ocean-facing street lamps blacked out, and black-out curtains checked regularly by air raid wardens with white helmets.

The Japanese community in the City disappeared. Meat and sugar rationing stamps were issued, along with "A", "B" and "C" gas stamps. The C got you the most for business-related driving, while A was for the occasional weekend outing or visit to relatives. In place of heavily-laden China clippers outbound for the Orient, now fighter planes filled the skies overhead. I remember watching one catch fire and crash near Alcatraz, its pilot bailing out at the last minute. Rescued by a small pleasure boat, he arrived back at the City marina still clutching his parachute. His injuries weren't serious.

By 1943, I was a green private assigned to drive a 'tub', a small speedboat, and stand on rescue alert at a place called Tubbs Island north of Hamilton Field. I'd sit off to one side as fighter planes dove down to practice strafing in the area between Sonoma Creek and the Petaluma River.

On a Monday afternoon in July, 1944, an orange bail lit up the Eastern sky. Moments later, the shock wave hit. The thought ran through everybody's mind: Was the enemy finally at our doorstep? We later learned that a munitions depot explosion 25 miles away had killed 322 and wiped Port Chicago off the map. Though accidental, the explosion seemed to bring the war closer. So did the crash of a small military plane. Full of brass on an inspection tour, it was preparing to land at Hamilton AFB when it took a nose dive into the Bay near China Camp. We rushed to the scene. There were no survivors.

continued middle of next sightings page

tom allen - cont'd

Allen's entrance into the administrative end of sailing began in the early 1980s when he was asked to organize a protest committee. He became interested in the USSA judges program and one thing led to another.

As one of the heavies in the world of sailing, Allen also has to think about and address some of the sport's more pressing issues. One of those has been corporate sponsorship of regattas, a scenario that has arisen as operating costs for such events grow. Locally, Tom's been involved one way or another with the big spring and fall regattas backed by Volvo and Audi. respectively. Sponsorship has also affected the Big Boat Series. In 1989 Cadillac pitched in some \$30,000 for the St. Francis fall classic, but the turnout for the Big Boat Series was abysmally light. Needless to say, the car company pulied back its support. Likewise, Volvo and Audi have recently announced they're cutting back.

"I think it reflects difficulty in the automobile industry," says Tom. "We're scratching our heads about what to do for next year, and we're going to try and get more sponsors."

It's comforting to know that someone like Tom Allen has his nose in the business end of sailing. As George Gazulis, current commodore of the PICYA put it, "Tom's a good



Tom Allen, PICYA Man of the Year.

person to hang out with. He has a lifelong interest in the sport and in competition. He was a pretty unanimous choice by our committee that makes the selection for yachtsman of the year."

Tom appreciates the recognition. "I enjoy what I'm doing and it's easier to put in a little extra effort when you feel that way. I'm lucky to have my health and to not have to work, and I can buddy around with people I like. I'm happy to have been acknowledged for my contribution. My biggest problem is just running out of time to do everything!"

- shimon van collie

no end in sight

It's confusion as usual in the 20-year-old war between local governments and the Gates Houseboat Cooperative in northern Sausalito. The BCDC won't renew Waldo Point Marina's permit for houseboats — most of which are upscale — until they get rid of the Gates Co-op, an enclave of generally rundown and potentially unsafe houseboats in the center of the marina.

Members of the Gates Co-op say money is available for them to bring their houseboats up to code, if only the BCDC would then permit them to remain — which the BCDC says it won't do. A trial was to start late in November over the continued existence of the Gates Co-op. If forced to disband, some 100 could be left homeless.

new name, new image

Call it the end of an era; we call it the end of a pain-in-the-neck acronym so hard to pronounce that half the times we gurgled it, somebody tried to do the Heimlich maneuver on us. We're talking about USYRU, the former United States Yacht Racing Union. We're happy to report that, as of October 19, they have changed their name to the United States Sailing Association, which they prefer to have shortened no more than 'US Sailing'.

continued next sightings page

new name - cont'd

The official line is that the name was changed to prevent any perceived elitism people might construe from words like 'yacht', 'racing' and "union', and because the Newport, Rhode Island-based organization administers to all aspects of sailing rather than just racing. One example is the USYRU Rescue Medal — which we guess will now be the US Sailing Rescue (USSR?) Medal for short. Instituted earlier this year, the Rescue Medal recognizes significant acts of pleasure boaters whose actions help save lives.

Personally, we're pleased they decided to change, but gotta say we're less than thrilled about a new name that's bound to be confused with half the sailing schools, America's Cup sweatshirt concessions and charter concerns in the country. But hey, what do we know?

new clipper on the way

Tallship advocates saddened over the departure of the three-masted schooner Else D. Bager (ex-Jacqueline) from the Bay Area in September will be happy to learn that another tallship is arriving in 1992 to help fill the void. Mystic Clipper (at right, serving triple duty as the our 'looking good' boat for December, our holiday greeting 'card' and the subject of this article) is a 129-ft Baltimore clipper replica, built of steel in 1983. For the last eight years, she's chartered out of Mystic Seaport. Now, new owner Philip McManis plans to bring the ship west.

Mystic Clipper has recently received approval as an official spectator vessel for the 1992 America's Cup in San Diego, so she'll be there until at least May. Long-term plans are to make the ship a going charter concern on San Francisco Bay. McManis envisions the ship, Coast Guard certified for 125 passengers and able to sleep 46 in mostly separate cabins, as day-charterer, overnight charterer, and even a 'floating bed and breakfast' that would take area visitors on two to three-day 'voyages' to various ports of call around the Bay — "See the Bay Area the way it should be seen," as McManis puts it.

(As an interesting aside, McManis came to sailing by one of the more unique routes we've heard of. In his ongoing career as a singer, the Kansas native has opened for such notable acts as Phoebe Snow and Gordon Lightfoot. But much of his early career was spent entertaining in small, out-of-the way locales. More than a few of these were in the West Indies "where the only two things to do when you weren't working were drink or sail," he says. "So I went sailing.")

Although much of this ambitious endeavor is still in the planning stages, McManis has already received favorable responses from several Bay Area yacht clubs he's contacted. He's testing the waters with a special package deal for Bay Area sailors who want to see the America's Cup: for every four-day package sold, the charterers' yacht club gets a free day aboard when Mystic Clipper comes to the Bay. Sounds like a deal to us.

Mystic Clipper should be leaving Mystic Seaport about the time this issue hits the streets. She's due in San Diego in January, and on the Bay later next summer. For more information, call (510) 522-3742.

short sightings

U.S. OF A. — As of midnight November 15, all uninspected commercial vessels — mostly fishing boats — were required by law to have a survival suit onboard for each crewmember. Survival suits, which are sort of high-tech wetsuits that keep in-the-drink mariners warm and floating for hours if not days, sell for between \$300 and \$500. That's cheap life insurance when you consider that there are now 457 members of the 'Penguin Club'. In order to join this prestigious club, your life must have been saved as a result of having worn a survival suit.

Latitude recommends these suits to anyone who frequently sails offshore.

WASHINGTON, D.C. — Congress passes all kinds of sneaky legislation by tacking it on as amendments to major bills. Last month, for example, the House tacked an amendment on to a national crime bill — of all things — that continued next sightings page

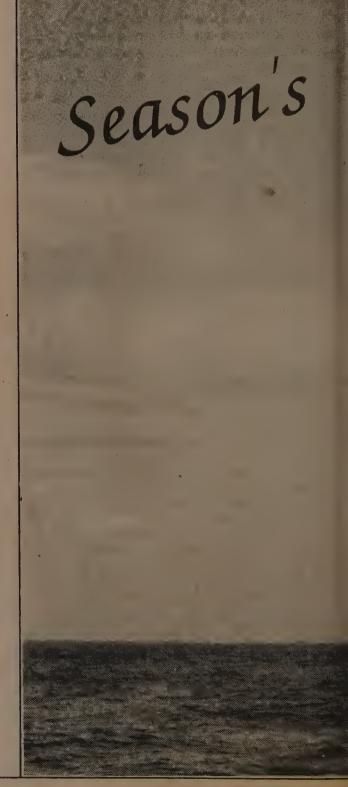
war

In November, 1944, my new orders come in. The Germans had broken through in the "Battle of the Bulge" and Allied losses were heavy. Immediate replacements were required and I was one of them. My last boat ride for a while was aboard the liner-turned-troopship Queen Elizabeth, where we were packed in like herring as she zig-zagged

kick-off

The year's cruiser kick-off party season was a big success.

One hundred and twenty-five yachts



- cont'd

across the Atlantic, dodging German subs. Ten days later, in a cold January day in 1945, I found myself standing on the Belgian border looking into Germany and knowing what fear really felt like. Sailing and home never seemed so far away.

— george gromeeko

parties

showed up at the Isthmus on Catalina on October 18-20 for the 2nd Annual Cruiser's continued middle of next sightings page

short sightings — cont'd

would allow gambling on cruise ships in U.S. waters. In the 1930s and 40s, gamblers flocked to floating casinos anchored right in Santa Monica Bay. Then Attorney General Earl Warren, later to become Chief Justice of the Supreme Court, called the ships "the greatest single nuisance in the state" before driving them out of business.

But with Americans spending so much money on foreign-operated cruise ships and changing their attitudes toward 'stupidity taxes', a new form of cruise ship gambling may be available off California in as little as two years. Continental Coastline, Inc. of Fremont hopes to operate two \$300 million gambling cruise ships on daily runs between San Francisco and Los Angeles. The overnight trips would take 18 hours and cost about \$200 per person — not counting what you'd lose at the craps table. The ships, which might be built at NAASCO in San Diego, would carry 2,500 passengers, 500

continued next sightings page



short sightings — cont'd

automobiles and 11 tour buses.

If you're thinking about cashing in on this, don't outfit your Catalina 30 with a roulette wheel just yet, as the legislation is still before a joint House/Senate committee.

NEW ZEALAND.— According to Richard Oliver of Kaikoura Whale Tours, a large sperm whale that regularly visits the area was the apparent winner in a battle with a squid "the size of a school bus". Fresh scars on the whale indicate the squid's tentacles were 30 feet long, which means the squid itself would have been perhaps 50 feet in length and displaced as much as two tons. Whales kill giant squids by bringing them to the surface and swatting them with their flukes.

With heavyweight champ Evander Holyfield now apparently ducking a bout with alleged multiple rapist Mike Tyson, promoter Don King is rumored to be trying to set up "the real heavyweight championship bout of the world, continued next sightings page

parties

Catalina Weekend. Over 300 cruisers or cruisers-to-be attended the dinner, with an additional 100 attending the "Dreamin'" slide and lecture presentation by former Alamedans Doug and Jamie Owen of Teal. The folks in the accompanying photo are watching a demonstration of something they hope they never have to use; a Switlik liferaft.

A week later, more than 500 cruisers showed up for Pacific Marine Supply's Kick-Off Party in San Diego, the grandaddy of them all. The change over past years? The number of skippers looking for crew was up while the number of crew looking for boats was down. The PMS party is famous for it countless door prizes. Top prize was a Suzuki



- cont'd

outboard won by Larry and Debbie Cooper of the Seattle-based Runaway. It was appropriate, as the Cooper's outboard conked out on the way down the coast.

Last but not least, another 500 cruisers, many of whom attended the previous parties, showed up for Downwind Marine's Fifth Annual Adios Party November 3 on Shelter Island. Downwind Marine owner Chris Frost cooked up 350 cheeseburgers and nearly 200 hot dogs. The cruisers brought the other pot-luck treats.

Now that the partying is over, every-body's heading south — don't be left behind!



short sightings — cont'd

nautical and otherwise" between the bull sperm whale and Tyson. Unlucky in love and business, the once solvent Donald Trump is said to be developing an underwater 'ring' off the Atlantic City Pier in hopes of hosting the "Battle of the Mammals".

AUSTRALIA — In response to the thinning of the ozone, which is allowing stronger ultraviolet rays to reach the earth's surface, the Australian government has asked their schools to keep pupils indoors between 11 a.m. and 3 p.m., when the sun's rays are the strongest. Australians, most of whom are descendants of the fair-skinned English, have the highest incidence of skin cancer in the world.

Almost simultaneously, scientists for the first time have been able prove a direct link between a specific carcinogen — ultraviolet light from the sun — and squamous-cell carcinoma, a common skin cancer that can sometimes lead to death. The moral for all of us: slather on that sunblock!

CATALINA — For six months now, visitors to and residents of arid Catalina have benefitted from a new desalinization plant that provides the island with up to 132,000 gallons of water a day, one-third of the island's needs. Is that good or bad?

Some residents claim that the previous lack of water worked as a natural obstacle to development — although the island encompasses 42,000 acres, 98% of it is uninhabited. There is a proposal, however, that would increase the size of Catalina's only town, Avalon, by 68%.

Over 1 million tourists visit Catalina between April and September of each year.

UNITED STATES — Our economy may not be a barn-burner right now, but there are plenty of places where things are worse. Haiti, for instance. So many Haitians view the United States as the land of opportunity that the Coast Guard has intercepted 23,000 of them trying to make it by sea to the United States over the last 10 years. Almost all 23,000 claimed to be seeking political asylum; the U.S. has believed just 28 of them.

CANARY ISLANDS — In one of the most suspicious deaths in recent times, Robert Maxwell, the Czech-born British publishing tycoon with rumored strong international political connections, died after supposedly falling off his spectacular 191-foot motoryacht *Lady Ghislaine* early last month. A light sleeper, Maxwell was last seen alive around 4:45 a.m. It wasn't until late morning, as the yacht was nearing the Canary Islands, that the 11-member crew realized Maxwell was not aboard. His body was recovered the next day by a search and rescue helicopter.

A Spanish judge ruled that Maxwell had fallen off his vessel in the middle of the night and subsequently died of natural causes. Members of Maxwell's family and his personal physician expressed sincere doubts about that ruling, doubts apparently bolstered by a late-November coroner's report which suggested the possibility of a lethal injection.

We've been anchored next to Lady Ghislaine (which chartered for a base rate of \$191,000 a week) and frankly, the notion of Maxwell falling overboard is absolutely preposterous. He either jumped or was pushed.

cow palace — The Moscone Boat Show is no more, but be sure and stop by our booth at the Cow Palace during the Sports and Boat Show January 10 through 19. The Wanderette will be there, and this time we swear we'll get at least one of the editors to 'do some time', too. The show opens at 1 p.m. on weekdays and 11 a.m. on weekends. Admission is \$6 for big kids, \$3 for little ones.

WASHINGTON, D.C. — Well, they may make the keystone cops look like brain surgeons when it comes to the User Fee and Luxury Tax (see elsewhere in Sightings for more on those), but Congress did at least one thing right this year — they scuttled a proposed FCC VHF license fee increase. It was bad enough that it went to \$35 last year. This year, they wanted a nice, round \$50. Our hats are off to Senator Ernest 'Fritz' Hollings (D-SC), who engineered the defeat, calling the proposal just one more 'shenanigan'.



The J/35 'Redline' won the sailing part of the SF Challenge Cup in March

Damn! We did it again — blinked and lost another year. Can you believe '91 went so fast? (Come to think of it, they've all gone by pretty quickly since we hit 40...) Anyway, in JANUARY, we looked at strict new cleanliness policies for boatyards, juxtaposed a chilly Jack Frost midwinter race against the first installment of the Some Like It Hot Mexico Cruisers' Rally of '90-'91. We picked the Best Boats for Under \$50K, and were deluged the next month with indignant letters about ones we forgot to include. We learned the life of your average harbormaster is rarely boring, and that some readers actually believe there's such a thing as a 'mini-spinny'. . . In February, we took a couple of strolls down memory lane. The first was to discover the diverse and often hilarious ways that local hotshots learned to sail; the second was a fond look at that venerable old warhorse Swiftsure — still racing after all these years. Our readers spoke out on impending water quality testing off Sausalito, and Max Ebb clued you gomers out there in on how you can sail fat, do a donut, get some smart pig and be part of a food group — yet never once go near the galley or a barnyard. But speaking of barnyards, what we did find way out in the pasturelands of Petaluma was "Amen's Reef", then home of the Ultimate 30 Pt. Richmond, the molds and tooling for the Exress 27, and one of the top model sailboat builders in the country — John Amen himself.

IN REVIEW



Our "How I Learned to Sail" feature turned up this photo of Lynn Wright (left), Robbie Laws (right) and Dennis 'San Diego Slim' Conner, circa 1961.



Portrait of the artist as a cruiser: one of the great photos of '91

The 'Mini Spinny' is really two boats next to each other — but sailmakers reported dozens of orders after we ran this picture.



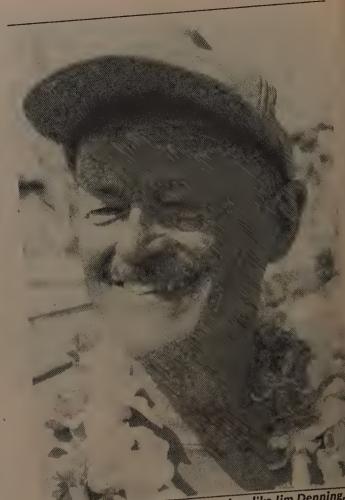


It wasn't until about MARCH that we finally 'got' the whole Hughe Janus put-on (listen as you say the name with no pause in between words). Color us red, but readers keep on responding to his letters. Some also continued to complain about our callous and seemingly constant positive portrayal of drinking. That's ridiculous, of course, but if reminds us of why Captain Cook's crews always liked him so much. Stores loaded aboard Resolution on his epic voyage around the world included 19 tons (4,700 gallons) of beer (and about half again that much in 'condensed' beer), 640 gallons of wine and 1,400 gallons of rum and spirits. Assembling our Sea of Cortez Sail Week retrospective evoked all the fun of yesteryear, but the actual event became an exercise in frustration and we ended up not attending. Maybe next year. We also talked in depth with speed freak Russell Long about how it feels to be the fastest sailboat sailor in the world (37 knots and counting). . . . Speaking of speed, in APRIL, we found out that a French Boardsallor breaks the mythical 50 mph barrier, that Saddam Hussein is a yacht owner and the Persian Gulf War provided the first big test for the GPS — the GIs loved it. So much for the foreign report. A pictorial of the San Francisco Challenge Cup proved you're never too old to rock and roll, and a trip around Bay Area Boatyards revealed a lot of boat owners are too stup. . . uh, enthusiastic to even get out of the rain.

1991 — THE YEAR



What to do when it gets too rough out? The owner of this Westsail 32 drove it onto the beach.



The TransPac will miss old warriors like Jim Denning, who sailed his last one — he says — in 1991.



Things started furning weird in MAY, setting something of a trend for the rest of the summer. First our powerboat sank over at Angel Island. 38 Special is undergoing an extensive refit in Redwood City as you read this. Then we found out the 1991 Tide Books were so hopelessly screwed up that the parent company is getting out of the tidebook business. Look for them to be published by the bar pilots from here on out. In other news, an Unsolved Mysteries TV program nets a fugitive in a 10-year-old sinking/murder off our coast, and some mad scientist type suggests that if we want to stop all this bothersome tide and current business, and possibly stabilize the world climate a bit, all we have to do is blow up the moon with nuclear bombs. Like we said, weird. . . The JUNE issue kicked off with a story about a hometown boy doing good — super rockstar Paul Cayard skippered the Italian entry to victory in the first ever IACC Worlds. Next stop, the America's Cup. We took a lighthearted look at the world of Cruising Kids from a completely new and untried perspective — them. Other cruising stories ran the gamut from a woman Crew Listee's story of being shipwrecked on a remote south seas island to chartering in the French canals. Finally, '91 turned out to be the last concurrent running of the Master Mariners and Volvo Regattas. With sales down, the latter is out of play money.



Thank God for kids. We might actually take life seriously without them.

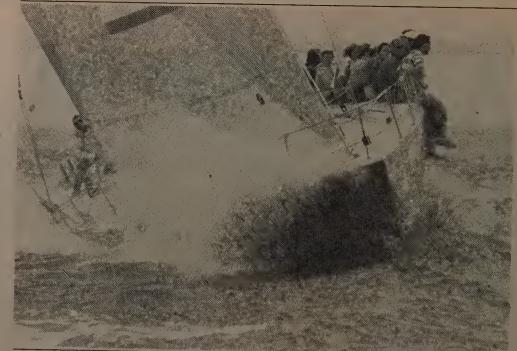
'Catchit' lets one rip in the Ditch Run.

The weirdness peaked in JULY: seven masts down in one fleet; Mongoose and a half dozen other boats along the coast fell off cradles, a San Francisco dock fire that destroyed K'Thanga and damaged several other boats, one boat that fell when her hoist bridle broke, another that sank and another that was driven purposely aground near Pt. Reyes — all in one month! We did the only logical thing; hung the 'gone fishing' sign out and took off for the Delta. Our Delta Itinerary format was so popular, it'll likely be repeated in an 'all new episode' come spring. In other news, we outlined a dozen ways to inject new life into sagging fleets, and featured some of the better-known local women sailors. . . By AUGUST, the weird had become commonplace, For starters, we ran the details of that intentional grounding — the solo owner/skipper was tired of fighting rough weather, so he drove his Westsail 32 onto the beach and sold it to the first guy he saw. Forbes Island finally got its marching papers, and our long-awaited water quality tests of Sausalito were finally completed — they showed the water quality to be above average in most areas. The Catalina Race and TransPac were pretty much tame and tedious this year. We're still scratching our heads about the Plastic Classic, too, but for other reasons. Finally, we fired a big, fat Latitude broadside at the Luxury Tax, told you how to cure an overheating engine and let prospective cruisers in on the latest in Mananaland with a two-part Mexico Debriefing.

1991 — THE YEAR



Rebecca Harris stood head and, uh, feet above the competition at the Leiter Cup.



The ULDB 70-rater fleet put the 'big' back in this year's Big Boat Series.



Famous faces' seemed to be the theme for SEPTEMBER. Dennis Conner came north to ravage the fleet at the Etchelis 22 Worlds. We had a heart-to-heart with Paul Cayard, who thinks the America's Cup will look just fine among all the other classical art in Venice. Among famous boats, we featured the lovely Spfrit, who at 30 years of age still can't sit still for any length of time. Though her racing days are over, she's actively cruised. In Where Are They Now, we tried to track down as many old IOR battlewagons as possible — how long's it been since you heard from the likes of Imp, Zamazaan, Crazy Horse or General Hospital? Our last 'famous face' looked more like a skinhead. Blondie dropped her rig on the way back from Hawaii and motored the whole way home. The month of OCTOBER saw the three-masted schooner Else D. Bager depart for Denmark, User Fees come due, and a bunch of foreign visitors, including two solo sailors from Japan, and a cruising yacht and 350-it full-rigger from the Soviet Union. With the attempted coup averted a week or so earlier, both vessels flew the blue, white and red flag of Russia for the first time since 1922. The Big Boat Series regained a bit of its former glory this year — the ULDB 70-rater fleet didn't hurt any, either. We also took a graphic look at what Hurricane Bob did to Rhode Island, where the Coast Guard is really coming from on the boarding issue, and how to predict whether or not someone is predisposed to getting seasick.

IN REVIEW



They don't make 'em like the 'Hawaiian Chieftain' anymore.



'Blondie' goes to boot camp.



Getting NOOD was one of the racing highlights of the year.

In NOVEMBER — gosh, it seems like only last month — the focus shifted to classics, with reports on Hank Easom's lovely 8-Meter Yucca winning the Jessica Cup, a bunch of 'modern' classics dueling at the Rolex Swan Regatta, the old woodles Dauntless and Molly Sue having heavy-weather troubles on the way back from Hawaii, and two important 'new/old' classics being launched: Billy Martinelli's scow schooner Gaslight and Babe Lamerdin's gaff schooner Elizabeth Muir. Something of a classic himself, race chairman emeritus of the Bay Kirt Brooks finally got his due in a feature. We also began the first part of our 12-Volt Troubleshooters Guide (which concludes in this issue). Reviewing DECEMBER wouldn't make much sense, so how about if we tease you with a few of the possible subjects we might cover in '92? (We know better than to say anything for sure.) A few we've had on the back burner for a while include a piece on the ubiquitous Atomic Four, a look back in time at the voyages of Captain Cook and an 'Idiot's Guide' to the care and feeding of marine canvas. Boats of the Month will include Merlin and Rowena, as well as several yet-to-be-determined classes. And of course there are The Events: the America's Cup, the Pacific Cup, the Columbus Quincentenary and all the rest. Somehow, though, the ones we really look forward to are the ones we don't know about yet. That's what makes it fun. Have a good year.

THE SECOND

On a misty October morning in Richardson Bay, Jacqueline Darde and her sister Christiane busily stow fresh produce aboard their 38-ft aluminum sloop Marie Stella. Despite the fact that their next intended landfall is Easter Island, nearly 5,000 miles to the south, they exhibit little in the way of pre-departure jitters. Rather, they seem more like two people preparing for a

Jacqueline. "But we just keep busy. We know it will be over in a couple of days."

This, a visitor soon realizes, is a typical answer. Despite the accent, there's a decidedly British tone of understatement about their conversation. When asked what moti-

It's possible the Dardes are the only sisters ever to sail around the world on their own . . .

long week-end. Their easygoing demeanor is not a display of ignorance for the rigors that lie ahead, but the result of nearly two decades of bluewater sailing experience. It's possible that the Dardes are the only sisters ever to have sailed around the world on their own — it's certain that they're the only ones on the verge of doing it twice.

Their father, an avid sailor, introduced them to the practical aspects of sailing in their teens. Much of the emotional appeal came from books, and by the late '70s, they were hooked on cruising. In 1978 they departed their home port near Nantes, bound around the world East to West in a 30-ft fiberglass sloop.

That first circumnavigation lasted five years — but it didn't have the most auspicious beginning. With a gale blowing over the Bay of Biscay the first day, the sisters were stricken by that bane of bluewater sailors everywhere, seasickness. In countless miles since, Jacqueline, now 44, and

vates them to do a second circumnavigation, we almost expected them to invoke Sir Edmund Hilary. Instead, says Christiane simply, "We like to meet people."

The Dardes cruise the way most of us dream it should be done. For one thing, they go wherever strikes their fancy. In addition to the usual stops, destinations have included out-of-the-way places like Pitcairn Island and Alaska's Kenai Peninsula, the two stops they made prior to coming to San Francsicso. They've rounded the Cape of Good Hope and — speaking of Sir Edmund Hilary — have their sights set soon on the 'Everest' of sailing: Cape Horn.

"If the weather's good, we'll round the Horn; if not, we'll go through the Straits of Magellan," says Christiane offhandedly. But

'Marie Stella' at anchor off Sausalito.



Christiane, 42, have decided the only cure for this malady is perseverance. "We still get seasick at the beginning of a passage," says

aren't they apprehensive about sailing in an area feared by most rational sailors? "No, we have a big anchor," she replies with only a



hint of jest in her voice.

The sisters are certainly no strangers to heavy weather. Particular instances that come to mind are gales off the Cape of Good Hope and a mid-winter Williwaw on the Kenai Peninsula during which Jacqueline had to go overboard to cut a line from a fouled propeller. But when asked about their most harrowing experience

"That was on our first trip," says Christiane. "We had some friends aboard and their children failed to close the seacock properly after they used the head. By the time we got back from dinner ashore there were three feet of water in the bilge. A few more hours and the boat would have sunk."

Although they do have a SatNav, radar and weatherfax aboard, many modern cruisers would consider *Marie Stella* a spartan boat. For example, the sisters still rely on their French-made manual windlass to handle an 80-pound anchor and all-chain rode. Needless to say, anchoring isn't one of their favorite tasks.

Communication is also limited. They have

TIME AROUND

NAME BATOLINI

Jacqueline and Christiane Darde.

only a VHF radio aboard. Both Jacqueline and Christiane prefer not to remain in radio contact with civilization while underway. "When we are sailing we like to be alone," says Jacqueline. "It is the only time you have nothing from the outside. Almost no news, no regular problems, only the wind and the boat and the waves." Anyway, there's plenty aboard to keep them occupied. "We are almost always busy fixing things on the boat at sea," says Jacqueline.

"In our spare time we read, write, or sew clothes and sails on our portable sewing machine," she adds. Offshore routine includes watches of six hours on and six off. Their longest passage to date has been 48 days when they fought headwinds and doldrums from Northern Australia to Sri Lanka."

The switch from the 30-ft fiberglass boat to a 38-ft aluminum sloop in the early '80s was predicated on maintenance, strength and a desire for more space. The

choice was a good one. Since beginning their second and ongoing west-to-east circumnavigation in 1985, Marie Stella has proven a

In fact, a different sort of painting now helps fund their continuing journeys. Over the years, Christiane's talent with a brush has shifted from antifouling to creating striking watercolors that evoke scenes from their travels. She has been invited to exhibit her work on several occasions and is garnering a worldwide clientele.

But the main avenue of support continues to be teaching. "We both teach math," Christiane explains. "We spent two years in Tahiti teaching on this circumnavigation." These pauses not only allow them to earn money and immerse themselves in a new culture, but gives each necessary time to herself. Obviously, they get along well, but they both acknowledge, "We have our moments."

As one might expect, their unique arrangement as co-owners and skippers — not to mention their gender — has caused more than a few interesting moments, too.

"When we were transiting the Panama Canal, our pilot would not recognize either one of us captain" says Jacqueline. "We had a male friend aboard who was helping us with lines, and the pilot kept addressing him as 'captain'. Even after the friend explained that we were the captains, the pilot refused to consult us and continued to refer to our friend as 'captain'."

Somehow, such inconveniences seem a small price to pay. For the last 13 years, Jacqueline and Christiane have been able to pursue the life they love — without cluttering it up with petty politics, the nightly news and all the other trappings of 'civilization'.

Although neither sister has married, nor has any strong family ties beckoning them home (their father, who still sails, joins them

.... It's certain they are the only ones on the verge of doing it twice.

much more versatile and comfortable boat on which to cruise.

"Thirty feet was really too small for us," admits Christiane. Marie Stella, a Frenchbuilt Via 38 sloop, may look high-tech with its fin keel and tandem hydraulic centerboards (a passion among the French), but it's really a model of simplicity. With the boards up, the boat draws only three feet. Also common among French boats are the low-maintenance, unpainted topsides. "But we did paint the bottom," laughs Christiane.

for occasional legs of their journeys), theirs is far from a lopely life. They meet lots of people in their travels, they say, but particularly enjoy the company of other cruisers. "It is very easy to meet people, especially when you anchor in a place where only boats can go," says Jacqueline. "People are much more outgoing in that type of situation."

From Easter Island, the Dardes will sail to Chile to visit friends, thence to the Horn and, possibly, Brazil. They have no itinerary from there, nor any time table for arriving home in France.

- mark bartolini

BUYERS, BOATS AND BROKERS — SHOOTOUT

The horror stories are legion.

Dateline, 1978 - A young man on limited leave from his Alaska pipeline job arrives at a Bay Area yacht brokerage intent on fulfilling his lifelong dream of owning a sailboat. He has all the right answers intact financing, boating background, price range, designs in mind. And sure enough, he falls in love with a \$200,000 45-footer within the week. His offer is accepted, a 10% deposit check signed and a sea trial is arranged for the following day. On the way out of the office with his girlfriend in the late afternoon, he asks the broker, "Where's a good place to get seafood around here?" The broker calls a friend at Alioto's and says, "Give this guy and his girlfriend anything they want and put it on my tab!" In addition, he sends a complimentary bottle of champagne to the fellow's hotel room.

He arrives at the hotel the next morning to drive the couple down to the docks for the sea trial. They're late. He inquires at the desk about them and finds. . . they checked out earlier that morning. An ensuing investigation reveals the only valid thing about the guy was that he did indeed work in Alaska — as a janitor.

Dateline, 1986 — A young couple on holiday from Seattle stops at a local brokerage and say they're interested in a boat in the 50-foot range. They, too, have all the right answers. The broker starts warming them up by showing them some of the boats on the sales dock. Lo and behold, they get aboard the third one — another \$200,000 job and say, "This is it! This is the boat we want." Back in the office, a deposit check is cut and the broker inquires about an offer. No offer, says the pair: the asking price is fair, and they'll pay it in full. Within hours, the deal is closed with the seller and the paperwork is filled out. That's when they tell the broker a) they're not from Seattle; b) they're not married; and c) they don't even have jobs. The whole thing was a class project. Their shaggy hair and an entourage of nubile young girls. Like the foregoing people, he went through all the right motions, spent days looking over boats, handed over a bank draft, and . . . wound up in the clink when one of the girls came clean with the real story: he wasn't a musician at all, but a longhaired phoney who had earlier been caught trying to scam his way into a big real estate deal.

Such are a few of the slings and arrows of outrageous fortune that come with the territory if you're a yacht broker. If you've ever been privy to a fireside chat when a bunch of them get to telling war stories, you'll know it's better than any Rodney Dangerfield standup routine.

But these stories are worth more than just comic relief. They're also examples — albeit extreme examples — of what yacht brokers call the 'fantasy factor'. "Discounting a house, which you arguably 'need' to own, a boat represents the largest single purchase many people will make in their lives," says a prominent San Francisco broker. "And many of them want to savor every moment of it. One of the functions of a good broker is to recognize this fantasy aspect — and to feed it! Buying a boat should be fun."

Just make sure you reef down if that fantasy starts trying to get away from you. You're much better off if you can stay in control of it.

It's possible that this tenuous mix of fantasy and reality is responsible, at least in part, for a flurry of misconceptions regarding the role of the average yacht broker and the buying of used boats. (These are the main focuses of this article. When we hear some encouraging news for sellers, we'll let you know.) We found out recently that some of



makes the offers, he does all the paperwork, he arranges the haulout and so on — and you get to have the fantasy and the yacht. Yes, the buyer does pay for the haulout, surveyor and so on, but you'd have to do that in any private deal, too. It's the seller who pays, via a percentage of the selling price, for the services of a broker. (And no, boat prices are not artificially inflated to cover this.) If the truth be known, it's not unusual to save a few hundred bucks on the average boat purchase by going through a broker.

Misconception 2: Under the new Luxury Tax, you'll be nicked an extra 10% on boats over \$100,000. Wrong again. The Luxury Tax applies to new boats only. There is no luxury tax on used boats.

"I've had people who expected the sea trial to be a trip around the Farallones."

acting teacher assigned students to go out "and experience what it feels like to buy a big-ticket item." The broker almost has to be physically restrained from punching the guy's lights out.

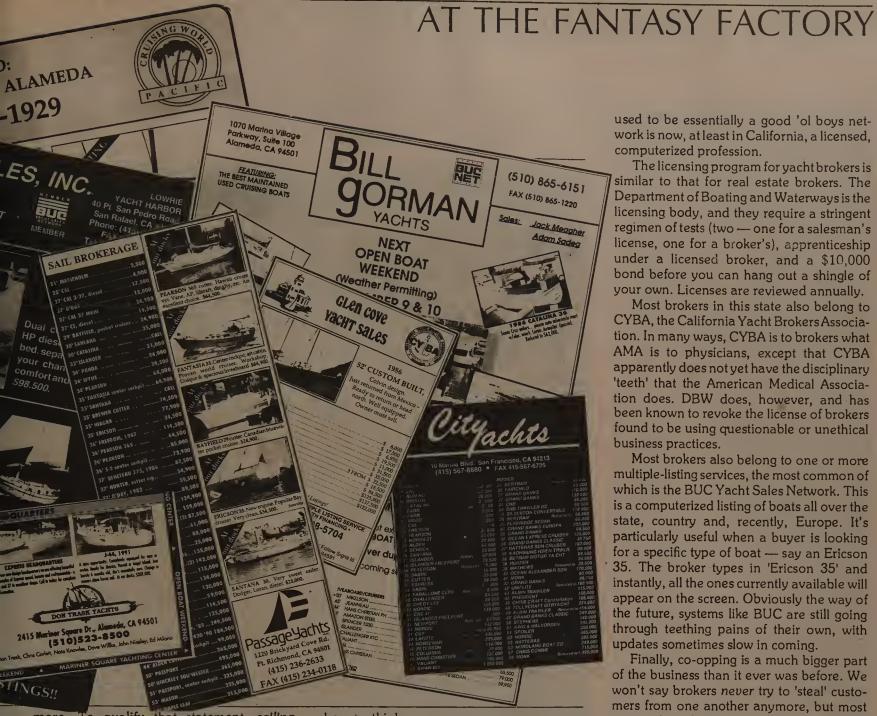
Dateline, 1988 — He said he was a musician with the rock group '38 Special', and he darkened the doorway of a San Francisco brokerage trailing a mane of

these misconceptions may even be preventing people from buying boats who otherwise might want to. So it's time to put some cards on the table — but first let's get rid of the two biggest jokers.

Misconception 1: You end up paying more if you buy through a broker. The fact is, the services of a yacht broker are absolutely free to a buyer. That's one of the

The Market

It's no secret that the market for new sailboats has been hovering between unconscious and comatose for half a decade or



more. To qualify that statement, sailing seems to be doing just fine. And small powerboat sales grow stronger every year. But compared to 10 or 15 years ago, sales of new sailboats are a joke, and many manufacturers — including such venerable names as Islander and Pearson - have gone the way of the dinosaur. Most of the reasons are too numerous, complex or speculative to address here — except quality. One of the main reasons new boats aren't selling is because the old ones were built so well. They don't wear out like cars. Sure, a spiffy new 40-footer might point a couple degrees higher and go a half-knot faster than its counterpart of 10 or certainly 20 years ago, but does that make it worth three or four times as much? Especially when you consider that many used boats come 'fully equipped', there's no denying there are some fabulous deals out there - and used boats continue

And it's still a buyer's market. The best news for sellers is that 'good value will sell'. The bad news is that fair market value is in' most cases lower — quite a bit lower — than

he may think.

That's only the beginning of the good news for buyers. Add in low interest rates, more efficient brokerages (see next section) and 'no worries, mate' when you buy through a broker and whoooeee — we're starting to fantasize ourselves just writing about it. The only 'bad news', if you can call it that, for buyers is a 'shortage of product'. For the first time in years, many brokerages claim they're actually having to look for boats to sell.

used to be essentially a good 'ol boys network is now, at least in California, a licensed, computerized profession.

The licensing program for yacht brokers is similar to that for real estate brokers. The Department of Boating and Waterways is the licensing body, and they require a stringent regimen of tests (two — one for a salesman's license, one for a broker's), apprenticeship under a licensed broker, and a \$10,000 bond before you can hang out a shingle of your own. Licenses are reviewed annually.

Most brokers in this state also belong to CYBA, the California Yacht Brokers Association. In many ways, CYBA is to brokers what AMA is to physicians, except that CYBA apparently does not yet have the disciplinary 'teeth' that the American Medical Association does. DBW does, however, and has been known to revoke the license of brokers found to be using questionable or unethical business practices.

Most brokers also belong to one or more multiple-listing services, the most common of which is the BUC Yacht Sales Network. This is a computerized listing of boats all over the state, country and, recently, Europe. It's particularly useful when a buyer is looking for a specific type of boat — say an Ericson 35. The broker types in 'Ericson 35' and instantly, all the ones currently available will appear on the screen. Obviously the way of the future, systems like BUC are still going through teething pains of their own, with updates sometimes slow in coming.

Finally, co-opping is a much bigger part of the business than it ever was before. We won't say brokers never try to 'steal' customers from one another anymore, but most are working hard to eliminate the gonzo 'used car salesman' stereotype. And the proof's in the pudding - more co-opping, a rapidly-standardizing code of ethics and a more professional demeanor sell more boats.

ome things about the brokerage business remain the same. Yacht brokers still make their money by selling yachts, and only by selling yachts. They still know what boats are on the market and what they're going for They know the ins and outs of financing,

"Sailboat buyers like the foreplay and they read too damn much!"

The Brokerage Business

In case you haven't visited one in a while, the brokerage business has grown up. What

boating taxes and other information useful to both buyers and sellers — including where you can get the absolutely lowest interest

BUYERS, BOATS AND BROKERS

rate on boat loans. Brokers 'know the routine' when it comes to the paperwork and other legalese required to close a boat deal. They are familiar with getting boats delivered by land or water. Finally, most are quite adept at making your boat-buying fantasy everything you want it to be.

There are not as many yacht brokerages around the Bay Area as there used to be. Off the top of his head, one survivor made a list of 44 local brokerages that have gone away in the last two or three years alone. Whether you attribute this to some sort of social Darwinism or just the way the cookie crumbles, the surviving businesses (and a few newcomers) are definitely new, improved and worth a look.

The Deal

Buyers, particularly first timers, are often unclear as to the order in which things happen in a boat deal. Here's a quick runthrough.

- 1) Financing in Place Although a broker can often offer guidance and suggestions, financing is ultimately a personal matter between the buyer and his bank. If possible, you should get pre-qualified for a loan before you go out boat shopping. If you're so loaded you don't need a bank, you can disregard this step and we hate you.
- 2) When you decide upon the boat of your dreams, the broker will require a 10% deposit. This serves several purposes. It's a 'good faith' binder that you really are interested in the boat; and it goes into an escrow account against which the broker can draw for such things as the haulout and surveyor fees if the deal goes through. If it doesn't, you get the deposit back.
- 3) The bargaining process. Brokers call it 'the dance' offer, counteroffer, feint, parry. It can go one round; it can go three or four. No deal is ever quite the same. Nor is any offer. Most brokers we talked to deny that there are any secret formulas or rules regarding how large or small an offer should be. But the Wall Street Journal took a stab at it. An article in a June issue somehow came to the conclusion that many boats could be had for half the asking price.

The brokerage community answered with a universal and vociferous "Bullpuckey!" But for months, people were hitting brokerages right and left with WSJ under their arms, absurd offers on their lips and fantasies blazing out of control. Which brings to mind another advantage of dealing through a broker — you don't risk getting punched in the nose by the seller when making insulting offers.

Although such go-for-the-jugular tactics do work maybe one 1 of 100 times, for the other 99 we suggest consulting with the broker on the best offer and listening to his QUALIFYING — A

Qualifying a Broker

Some people will go to great lengths to shop for the best widget supplier for their company, and then pick a yacht broker on the basis of how good his office coffee is — or so it seems.

The truth is, you should qualify a broker. It goes without saying that you should never work with someone you don't like, but sometimes the ones that seem too good to be true—are. For example, a now-defunct Marin broker once gave a client the keys to a boat in the East Bay and told him to "Have them back sometime this week." Another regularly took 'clients' out sailing (he called it 'sea trials') on customers' boats for which no formal offer was even discussed. That's not only unethical, it's illegal. Think about it—friendly they might be, but if these guys hold seller's property in such callous disregard, what makes you think they'll treat your interests any differently?

Use the following list as a guideline for getting to know and qualify a broker. Keep in mind that there is no one 'right' answer for questions on the list. Instead, think of them more as 'subject headings' you'll use to form an overall judgment of the broker, while at the same time letting him or her know you're a serious buyer.

* Who's in charge? Who owns the company?

* How long have you been in business?

* Are you licensed?

* Type of boats in which the brokerage specializes (wooden boats, Catalina Yachts, etc.).

* Ask to see a copy of the purchase agreement

* Ask if the broker sails. If so, has he or she done any of the type of sailing (cruising, racing) you're interested in?

* Ask if the broker owns a boat. If so, what kind?

* Finally, ask why the broker sells boats. We suggest that you save this one until you establish some rapport with the broker, which may not happen in the first meeting. Answers to this one will vary widely and may surprise you. Variations of "I like boats" or "I like people" are typical. Beware of anybody who's in the biz "to make money."

You might also ask about the multiple listing services mentioned in the text, but not all brokers use them or like them, and we certainly wouldn't let a decision ride on this question alone. We've also heard the suggestion of asking for a list of satisfied clients — as if any businessman in his right mind would give you a list of unsatisfied ones.

When you're inteviewing or 'shopping' for brokers, keep in mind that you're not necessarily working with them yet. Let them know what you're doing, and don't be put off if they ask you to make an appointment. Also don't be put off by more photos and brochures of motorboats than sailboats around a brokerage office. That's just the way the market is these days.

The bottom line when qualifying and working with a broker; work with someone you like and be honest.

Qualifying a Buyer

Any broker who's gone through an 'initiation' like the ones that started this article — and most have — will probably spend more time qualifying you than you do him or her. Being on the receiving end of the old '20-questions' routine might not be your idea of a good first impression, but give any broker who asks them the benefit of the doubt. In the long run, he or she could make boat buying a more pleasant experience than the 'have the keys back this

advice. Again, these guys live, breathe and know the market.

- 4) You complete a purchase agreement. At this point, you are entering a binding legal contract between you, the broker and the seller. Purchase agreements have riders allowing dissolution of the contract if all the agreed-upon criteria are not met (such as discovering major damage during the sur-
- vey). But these are not things you can null and void on a whim without suffering some penalty usually a loss of deposit.

5) Financing 'square'. The bank papers are signed and the loan put in motion — or millionaires hand over pocket change.

6) Demonstration sail. You'll find a lot of brokers avoid the phrase 'sea trial' these days because people were taking it too literally.

— SHOOTOUT AT THE FANTASY FACTORY

TWO-WAY STREET

week' guy.

In the parlance of the trade, a 'loaded gun' is a buyer who has done his homework, has his financing in place and walks into the brokerage office ready to play ball. Very few first-time buyers carry 'loaded guns' into a brokerage simply because they're unfamiliar with the terrain. We can't guarantee you'll be a loaded gun when you get through with this section, but you'll sure be able to twirl the empty one around pretty impressively for a while. Here are some of the questions you can expect to be asked on your first visit, and the kinds of answers a broker is looking for.

* How soon do you want to do something? — Answer "Six months or a year" to this one and you're liable to be asked politely to come back in about the same time frame. Boat deals have been closed in as little as a matter of days. But back to the fantasy factor — most buyers want to extend and savor the whole process. A month or two is a more realistic time frame for both buyer and broker.

This is not to say no broker will work with you if you are honest and sincere about needing the time, just don't expect priority treatment. It will also help if you commit to buying from

that person if he or she does put out the time and effort over so long a period.

* Who else are you working with? — Probably the most often-violated bit of brokerage etiquette is that of buyers is bouncing from one broker to another. The fact is, with expanded co-opping, any broker can get you any boat that's got a listing, whether it's docked in Alameda, San Francisco, Marblehead or Ft. Lauderdale. You will not save any money by going from broker to broker, nor any face. Once word gets around that someone's bouncing from one broker to another — and it will because they all know each other — it's likely that everybody will drop you like a hot potato.

* How do you plan to make the purchase? — Believe it or not, a fair number of buyers answer this one by saying they plan to pay in cash. More often than not, further questioning along that vein might reveal more of the old fantasy factor — the dying relative whose inheritance will soon be forthcoming, or the guy who just got rear-ended yesterday and

expects a big settlement. Yeah, well, we hate to bust your balloon, but .

Another common answer: "We were hoping the owner might do the financing." In a couple of words, forget it. Owners hardly ever finance. Also forget obscure game plans like trading art, jewelry, gold, cars, etc. It won't fly — or float, in this case.

Most often, of course, people must finance a boat purchase. As mentioned in the text, unless you're already locked into a bank or other lending arrangement, the broker can advise

and suggest ways to help you get the best deal.

Finally, with some of the incentives for financing gone — you can't write sales tax off anymore, for example, and there's now a ceiling on interest deductions — there are people who actually do pay cash for boats.

* Reality Check — This one can be phrased in a number of different ways, but basically what the broker wants to know is if you really think you're going to get a \$200,000 yacht for \$100,000. Or do you really believe that somewhere out there is a 100-ft yacht you can buy for \$50,000. "We don't begrudge someone not knowing about boats," says one broker, "but we do sometimes have to get their heads out of the clouds."

It's worth noting that once you 'pass the test' so to speak, and especially if you buy a boat, repeat business through the same broker goes much more smoothly, and there's much more leeway in the time frames and the way deals are made. Treat a broker right and he'll do the

same for you?

"I've had people who actually expected a sail around the Farallones," said one. It's also important to note that a demonstration sail is not a test drive. It's unfortunate, but so far there is no such thing as a test drive for used boats — insurance and all that. The sole purpose of the demonstration sail is to show the potential buyer that the engine and all the gear works as advertised. Demonstration

sails rarely last longer than a few hours.

7) Survey. Choosing a surveyor is a common dilemma for buyers — do you pick one the broker recommends, the bank likes, or simply eenie-meenie-minee-mo one out of the back of *Latitude*? If you have the time, it's best to take a survey of your own — of boat-owning friends and maybe your favorite yard — and see which surveyors they like. If

you don't have the time, choose one from the broker's list. It might sound like the fox recommending the hen house guard, but think about it: Repeat business and word of mouth are integral to a successful brokerage business. By sticking a client with a bad boat, a broker is only sticking it to himself.

8) You sign off that all contingencies have been met — and it's a done deal!

Odd Facts About Used Boats

Powerboats are much easier to sell than sailboats. In fact, powerboats outsell sailboats by almost two to one in the Bay Area. Why? Powerboats are easier to learn—just start the engine(s) and drive it away like a car. Sailboats take some learning.

A couple other reasons: "Sailboat buyers like the foreplay; they like to nurture the fantasy," says one broker. "And they read too damn much."

The other 'odd' thing is that only a very few brokers deal with entry-level sailboats anymore. It's simple economics — most cannot make enough money from the sale of an occasional Cal 20 or Ranger 26 to make these boats worth brokering. So what was once a major conduit of clients into the brokerage 'pipeline' is simply gone. (The pipeline itself isn't all that healthy. Once in the pipeline, boaters used to roll over old boats for new ones every five years or so. Now they wait longer, or they sell a boat but don't buy another, etc.)

All brokers are aware of this problem and none of them like it, but no one has figured out an equitable solution yet. Until they do, says one broker, "When someone walks in the office and wants a low-end boat, I open up a Latitude to the Classified section. I circle a few boats in red that I think they might like, tell them if I think the price is high, low or about right — and I wish them luck." (Another great source for low-end boats are the various class associations.)

The Fantasy Factor

Back here again for a few final thoughts. Deny it if you will, but we're of the opinion that most boating fantasies begin and end far beyond the actual purchase. Let the first among you non-believers who have not perused prices in a single brokerage ad this year cast the first stone

We thought so.

Nobody buys a sailboat because they have to. People buy sailboats because they're fun, and the fun should start with the purchase. Our contention is that buying through the right broker can be the most fun way to buy — as well as the most economical and efficient way. And the service is absolutely free. Try as we might, we can't fantasize a better deal than that.

— latitude 38/jr

IDIOT'S GUIDE TO 12-VOLT

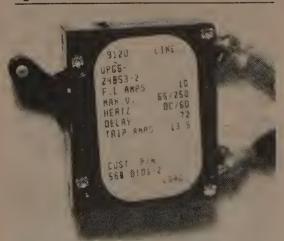
The biggest mistake people make when wiring beats is to do them like houses or cars. Bad move. Houses rarely have to pound to weather and most cars aren't constantly subjected to the three major enemies of electrical wiring: salt air, salt water and moisture.

So, one of the two main goals when doing electrical repairs or installations on a boat is to make them as elements-proof as possible. The other is to make them 'user friendly'.

Welcome to Part II of our Idiot's Guide to 12 Volts. Last month, we showed you how to trace down an electrical short or break. This month, you're going to learn the right way to repair it, and/or to install a simple piece of equipment. (If it has more than two wires, it's not simple)

But even if you don't plan to do it yourself, we encourage you to read over this article. Why? Because knowing what a proper wiring job should look like will make an improper one easier to spot. That, in turn, will make troubleshooting easier, allow you to complete a little preventive maintenance before things go wrong, and even to judge the quality of work done by a professional. It'll also make you realize why the latter may charge a little more and take a little longer than a landbound electrician — and why he's well worth it.

That's where the second biggest mistake of boat wiring comes in: trying to save a few bucks by hiring Joe Blow, who installed the stereo in your Camaro, to rewire your boat. Once again, bad move. Like we said, what works ashore won't last worth beans on a boat. Very likely, six months down the line your 'bargain' job will end up a nightmare of constant shorts and power failures until you spend beaucoup more bucks to have it done right. So there.



Everything you need to know about a circuit breaker is printed right on its side.

he two most important ingredients in elements-proofing a wiring job are soldering

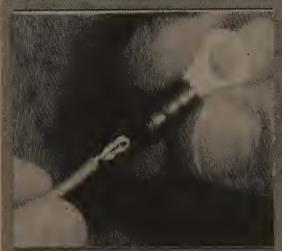
HOT TIPS ON SOLDERING



The first step in making a good soldering joint is 'tinning' the wire. Strip off a quarter inch or so of insulation, then heat the copper core with a soldering iron until solder flows freely into it. Put a touch more than it 'needs'.



Once tinned, all you need to do to form the joint is hold the wire ends against each other, then touch them with the iron until the solder flows together. Don't forget to put the shrink wrap before you make the bond!



The strongest connector is one that's crimped and soldered. Make your stripped end twice as long as normal, then double it over before you insert it into the connector. Don't go too far only the stripped part should be in connector.



This is the proper way to crimp—the bottom of the connector is supported in the 'cup' of the crimpers, with the 'tit' of the crimpers making the dimple. One firm crimp is usually plenty, though a lot of people like to make two.

and shrink wrap.

In most cases, soldering (from a Latin word meaning 'to make solid') is the best way to join together two wires, or wire to a connector. Besides the strong physical bond, soldering seals the wire ends and provides a much greater 'area' of electrical contact than any other way. Although slightly more time consuming to learn and do, it is we'll worth it.

When soldering is not wise or possible, the next best joining method is solderless (crimp) connectors — marine grade only, please. When done properly, these can be as strong, and last as long, as soldering. Despite their name, for maximum efficiency, solderless connectors can be both crimped and soldered.

An important additional element in this wire-to-wire or wire-to-fitting equation is flexibility. On boats, a flexible joint is better than a rigid one. This might lead you to

believe that for flexibility, crimped joints are better than soldered ones — until you factor in shrink wrap.

Shrink wrap is ingenious stuff. Back when we used to be the Joe Blow who wired up 8-track stereos in friends' cars, there was no such thing as shrink wrap. Any connections left hanging out in mid air were mummified in a few miles of electrical tape and forgotten — at least until they turned into black ooze that stuck to everything but the wire splice.

Shrink-wrap offered a whole new plateau of protection. When slipped over a newly soldered joint and heated with a trusty cigarette lighter, this ingenious product shrinks tightly around a soldered or crimped joint, sealing it off from nasties. Marinegrade shrink-wrap goes a step further. It not only shrinks tightly, but a heat-sensitive glue inside permanently bonds the tubing to the wire, making a true air-tight and water-tight

TROUBLESHOOTING, PART II



When the solder cools, center the shrink wrap over the new joint. It's best to cover a half to three-quarters of an inch of wire on each side (this shrink wrap's a bit shorter than it should be). Then get out the old lighter.



Heat the shrinkwrap evenly fore and aft, top and bottom and side to side. We're manuevering the lighter here, but's it's often easier just twirl the wire. Get the flame right against the shrink wrap and heat until it's tight and the glue bubbles out.



Hold the iron against the connector near the crimp. It doesn't need to touch the wire. When everything gets hot enough, solder will 'wick' inside the crimp and over the surface of the connector. It'll look like this when you're done.



To clear the bulky insulation on the connector, you might need shrink wrap a size or two larger than you did for the wire-to-wire splice. Again, heat it up all around until it shrinks tightly against both the wire and the crimp fitting.

seal.

Marine-grade shrink wrap serves doubleduty in another way. In much the same way as a rubber mooring-line snubber, it imparts that important flexibility factor to soldered or crimped joints. Whenever possible, always use shrink wrap.

When it's not practical or possible, such as when joining large wires to small, rubber tape (sometimes referred to as 'splicing compound') comes in handy. This is a thick, rubbery self-amalgamating tape that bonds permanently to the wire and itself a few minutes after installation.

So much for elements-proof. Now,

about user-friendly....

First off, the fewer breaks in a length of wire, the better. In an ideal situation, the power wire(s) will run directly from a piece of

equipment to the main power panel with no unnecessary splices in between. As even the most educated 'idiots' know, however, ideal is a rarely-used noun around boats. The Secondly, nothing lasts forever on a boat, particularly nothing electrical. While a first-class wiring job might hold up for as long as 20 or even 30 years, a more reasonable expectation is 10 years. Naturally, a lot depends on how and how hard the boat is used. Just as a point of reference, a substandard job might not even last 10 weeks. At any rate, somewhere down the road you're looking at a re-fix or re-wiring job. That's where accessibility and service loops come in

Accessibility means just what it says. Given that you (or your electronics tech) know you'll have to 'return to the scene of the crime' sooner or later, why not think ahead to make it as painless as possible?

For example, imagine finding yourself in a situation we suggested last month — you've located a bad connection in an area of the boat that hasn't been accessible since before the deck was put on. Rather than having to stand on your head, hold your breath and dislocate one shoulder to repair the wiring there, why not just run a new wire? Just solder a new piece of wire in place at either the control panel or instrument end and run it directly to the other end, with no splices and completely bypassing the old wire. If that's inconvenient, at least run a new length of wire to an area where a splice can be made comfortably.

(While it's convenient to do this without even removing the old wire, we suggest you do so, simply because it can complicate and confuse future wire traces. But don't just rip it out — use it. Rather than threading the new wire along a circuitous route, many times you can simply connect it to one end of the old wire. Then, as you pull out the old wire, the new automatically takes its place.)

Installing a new wire will also allow you to add 'service loops'. These are nothing more than an extra few inches (up to a couple feet) of wire tucked away out of sight near the connector/joint. Pros use them all the time as cheap insurance — if/when the joint needs to be redone, there's plenty of wire to work



The Ultratorch propane-powered soldering iron is well built and long lasting.

bottom line: When doing an installation or repair, do your best to make as few interruptions in a run of wiring as possible.

with. A good example is pulpit wiring. Obviously, the under-deck wiring has to be snipped before you can remove a pulpit.

However, without service loops, once the pulpit's back on, you might find that by the time you strip back to shiny new ends and

IDIOT'S GUIDE TO 12-VOLT

prepare to solder, the ends don't meet — sort of the electrical equivalent of painting yourself into a corner. If you find yourself in that predicament, it's preferable to replace the entire length of wire rather than splice a third short piece of wire in between.

ere are a few more rules and tips for making good electrical connections.

- * First and foremost, don't forget to slip a length of shrink wrap around a wire before you crimp or solder it. You might not be able to get it on afterwards.
- * The fewer splices and connections in a 'run' of wire, the better. If possible, it's actually better to replace an entire length of wire (from the piece of equipment directly to the instrument panel) with a fresh new one rather than splice together two old, tired lengths, no matter how good you make the connection.
- * There are exceptions to the above, such as mast wiring. Many boats that have their masts pulled regularly use terminal blocks. These allow wires to be simply unscrewed rather than cut and resoldered or crimped. Yes, it's one more 'break' in the wiring, but one worth the extra time and effort if the mast comes off regularly. (Note: please don't rip into your mast wiring after reading this simply to install a terminal block if it ain't broke, don't fix it. Wait until you need to pull the stick or repair the wiring before changing anything.)
- * If you must make splices, always try to use the same gauge (thickness) of wire.
- * Never use solid-core wire aboard a boat. Although common in houses because it's cheap, it can't stand up to bending or vibration like multi-strand wire can.
- * Generally speaking, if you can avoid any wire splices or connections in the bilge, do so. Even bilge pumps generally come with enough wire that you can make any necessary connections in higher, drier places in the boat.
- * Don't use a gasoline tank as a soldering table.
- * Traditionally, cars run several items (horn, radio and interior lights, for example) off a single fuse, which makes tracing faults more complicated. Boats have traditionally been set up 'one item-one fuse' (or breaker) for safety's sake if your Loran goes out, you certainly don't want the Satnav and radar to go out with it. The tradeoff for this safety factor is more wiring and more switches. The gadget-crazy sailor who runs out of space for more switches on the main panel may need to install a sub-panel.
- * If you're adding new switches for new gadgets, remember that breakers are preferable to fuses, and fuses are preferable to nothing. A breaker or fuse acts as the weak

WHAT TO BRING

Anyone serious about maintaining a boat's electrical system needs a basic 12-volt tool kit. Note that these are things you'll need in addition to 'universal' tools such as pliers and screwdrivers, which should already be part of your on-board tool inventory. If you're going offshore, you should consider compiling a basic marine 12-volt parts drawer, as well. Unless specified otherwise, everything listed here is available at either larger marine chandleries or marine electronics outlets.

12-VOLT TOOL KIT

Multimeter — Get a digital one if you have the choice. As mentioned last month, they're hardier, more reliable, more accurate, more compact, etc., etc. But most importantly, they're harder for the lay person to set wrong and read wrong. Prices start at about \$50 and go up to several hundred. The average 'idiot' will never need the accuracy or features of the top-end units, so don't blow a wad just to one-up the Joneses.

Wire Crimpers — There's a right kind and a wrong kind. The wrong kind squish the crimp fitting flat. The right kind (see photo) crimp with a dimple.

Wire Cutters and Wire Strippers — Grouped together here because they can be one and the same tool. Usually, however,

Soldering Iron or Gun — If you're always going to have 110 available, a small soldering iron in the 40 to 60-watt range is inexpensive and perfectly suitable for most applications discussed in this article. Soldering guns are usually a bit on the cumbersome side for most boating applications, but their added power can handle bigger jobs. If you're going offshore, a company called Ultratorch offers a nifty little propane-powered iron that heats up almost instantly, goes hours between fillups and comes with extra tips for cutting line, etc. It's \$100 well-spent if you need to go that way.

Optional — The first time you use hemostats, you'll never be without a pair again. They're particularly useful for masthead wiring work when you need a 'third hand'. A set of jewelers' files or an inkerasing 'pencil' are useful for cleaning tarnished or corroded connections. (Fine emery cloth or sandpaper works, too.) A disposable cigarette lighter or two in your kit

link in the electrical chain. When the current draw becomes too much for the wiring or device to handle, the breaker or fuse 'blows', shutting off the flow of power.

Breakers need only be flipped back on to restore power. A blown fuse needs to be re-



will insure you'll always be able to shrink your shrink wrap—even if you don't smoke.

12-VOLT PARTS DRAWER

Beyond the obvious — wire, solder, electrical tape and extra fuses — individual boats vary so widely that we can make only general recommendations about what to stock in spare parts drawers. Even the concept of a drawer is pretty general — we've seen electrical parts relegated to everything from Tupperware to tackle boxes. Whatever you decide upon, a central parts 'source' is much better than electrical bits and pieces strewn about in lockers throughout the boat.

And while we're on the subject of getting organized, we recommend strongly that you start with a 'clean slate' when assembling your electrical parts drawer. In other words, go through all those aforementioned lockers

placed by one of the same amp rating (which is stamped on the barrel). If an exact replacement isn't available, replace with a lower-rated fuse until you can get the right one.

* Don't remove or bypass the in-line fuses



Can you find the tool that doesn't belong? A typical 12-volt tool kit would include all of the above except the hammer. But if all else fails. . .

and throw out any electrical parts that don't belong on a boat: wire nuts, snap-together quick-connectors', solid-core wire, cheap

Even if you plan to buy replacements only as you need them, the following list will at least acquaint you with what's available and what's preferred.

Circuit breakers or Fuses - If you're stocking up, have at least one breaker to replace every 'strength' breaker on your electrical panel. With fuses, spring for one of those little five-to-a-box packs for each one on your panel and the in-line ones near your

Fuse Holders — If you have panel-mounted fuse holders, carry a few spares because they do go out now and then. The

same with in-line fuse holders. If you're replacing an in-line in the worst conditions say in a bilge pump line where the fuse holder may be underwater some of the time - consider a waterproof fuse holder. Again, at \$20 a pop (not including the fuse) they're not cheap, but they may be your best bet.

Switches - Same story: If you want to do it right, you need to carry replacement switches for each type on your panel. Want to help them last longer? Buy rubber switch caps for each one. These slip over the snout of a regular panel switch to help seal out moisture. The one with a hole for the switch handle (like a fingerless glove) don't usually deteriorate as fast as a 'full-fingered' cover.

Marine Grade Shrink Wrap is thicker and more expensive than 'regular' shrink wrap — but much better at sealing wire, It comes in either 3-inch or 1-ft lengths and varying thicknesses for different gauge wire.

When heated, it shrinks to half the 'stock' diameter, so get a variety of thicknesses to cover all the wiring aboard your boat.

Connectors and Terminals — There are more of these things out there than Carters has pills. In most boating applications, however, you probably won't be dealing with more than three gauge sizes, which are indicated by the insulator colors red (for 22 to 18-gauge wire), blue (16 to 14gauge) and yellow (12 to 10-gauge), (Remember, when measuring wire thickness or gauge, the numbers go down as the wire gets bigger.)

Then there are head shapes. Except for the wire-to-wire connectors (which look like little pipes) solderless connectors are available in a blizzard of head shapes and sizes. The most common aboard boats are spades (which look like little flat shovels), rings and 'horseshoe' shapes. The former are pretty standard in one size. The latter correspond to screw sizes. You should be safe if you get a package of both ring and horseshoe connectors in the following ascending sizes: 8, 10, 1/4, 5/16 and 3/8. We have no idea why screws are graded this way, so don't ask.

As for when to use rings and when to use horseshoes, which are obviously inter-



The 'wrong stuff — wire nuts above, quick-connectors below — doesn't have any place on

changeable, here's a general rule: If the fitting is not going anywhere for a while, use the ring. There's more for the screw to 'bite'

that come with many pieces of modern equipment. They may appear to be redundancies of panel fuses or breakers, but they're not; in-line fuses protect equipment; panel fuses or breakers protect wiring.

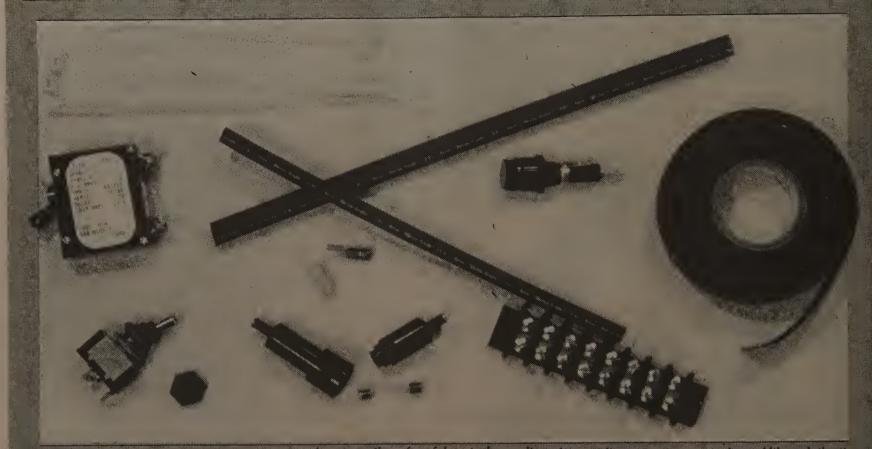
* As a rule, never connect anything

directly to the battery. Again, there are exceptions, most notably the 'automatic' lead of a bilge pump and any required charging system connections.

* Finally, test the fix before you put the boat all back together.

 $oldsymbol{1}$ f nothing else, we hope that this series has shown you that basic 12-volt installation, maintenance and troubleshooting are more functions of logic and common sense than

IDIOT'S GUIDE TO 12-VOLT, PART II



into and they won't fall off if the screw vibrates loose. On race boats where the mast is pulled regularly, horseshoes are preferred since you don't have to back the screw out all the way — those little screws are awfully easy to lose.

And speaking of packaging, remember we're talking marine grade connectors here. These are not the cheaple deals where you can buy a pre-packaged assortment of about 9 fillion connectors, complete with snippers, strippers, crimpers and - while the offer lasts - a set of ginsu knives for the amazingly low price of only \$9.95. Marinegrade connectors are made of annealed copper electroplated with tin for maximum efficiency. Plus, the inside of the crimp end is serrated for extra gripping power, and the nylon insulators won't break like the PVC ones on cheap connectors when you crimp them. Most marine-grade connectors come in little packs of six or so for under \$2

Tape — The splicing compound described in the text may not be available at

graduate degrees and black magic.

Be that as it may, we can't end this deathless prose without reminding everyone that we don't call it an 'idiot's guide' for nothing. The whole idea of this series is to make you a better informed and more self-sufficient boat owner, not to qualify you to wire up the stealth bomber. And certainly not so you can show your local marine electronics tech the proverbial door.

In fact, now that you know enough to be

A cross-section of useful parts-drawer items to have aboard. Tailor actual items to your boat's particular needs.

marine outlets. You can usually find it in Ace hardware stores under the name 'Rubber Tape' or 'Rubber Splicing Tape'.

If you follow the advice in this article, you probably won't use plain old electrical tape much anymore. However, it's always nice to have around 'just in case'. But again, don't just buy any old brand. Though more expensive, Scotch Brand 33 (black) or 35 (colors) won't get gummy and fall apart after two days like cheap tape. White brand 35 comes in handy above decks. As splicing compound is not UV-protected, additional wrapping with white brand 35 not only makes things look better, it makes them last longer and absorb less heat.

Wire Ties and Saddles — Though not exclusively a marine item, wire ties and wire tie mounts, or 'saddles', are indispensable for keeping things in the electrical department shipshape. It's only a few bucks for about a

dangerous, you'll likely need his services more than ever — since your wiring will be perfect from here on out (wink, wink), any problems encountered will likely be in the fixture or instrument itself. Instrument repair and any installation jobs involving ancillary systems such as coaxial cable, antennas, transducers, etc., are jobs for a pro.

But even within the confines of 'basic', there's an awful lot you can accomplish on your own. And if the truth be told, the

jillion wire ties, so stock up. Although the tieand-saddle combination represents an extra couple steps in installation, it has the advantage of not having to be unscrewed every time you make changes — just cut the wire tie and install another when you're done. By the way, wire ties make terrific emergency hose clamps.

Terminal Blocks — They're built ruggedly and don't go bad very often, but it's wise to have spares of each size aboard.

Goaps — There are a couple of gooeys worth considering for your parts drawer. The first is CRC Corrosion Inhibitor spray. This is useful on, say, a terminal block. Once all the connections are made, a spritz of this stuff imparts a waxy coating to help ward off corrosion. The other product is Lanocote, a lanolin-based grease. A little dab of this helps keep dissimilar metals from starting their galvanic shenanigans. It also helps insure that you'll be able to back a stainless screw out of your aluminum mast five years from now.

rewards for many boat owners go far beyond saving a few bucks here and there. Take it from us 'idiots' who have been there: the sense of accomplishment when your first electrical fix actually works cannot be measured in mere words. Heck, compared to some 'honey do's' we can think of (unplugging a head of pulling an engine), electrical maintenance can be downright fun.

- eric steinberg and latitude 38



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his month we continue our annual three-part homage to the Bay Area 'silver sea gods' with thumbnail sketches of the 26 One Design Class Association (ODCA) season champions. As usual, it nearly killed us to compile all this information, and then squish everyone's stories into only 16 lines apiece. But who else is gonna do it? And what else would we do with our lives if we didn't torture ourselves with projects like this?

But seriously, we're glad we made the effort. It was a chance to meet some neat people (though 14 of the 26 were repeat winners from '90) and investigate various ODCA trends. To wit, 285 boats competed in at least one race this year, about the same as last. As usual, there were strong fleets (J/24s, Santana 22s, Express 27s and Olson 25s) and weak ones (Cal 29s, Islander 36s and Golden Gates), the latter of whom failed to qualify their fleets for next year. Also as usual, Richmond YC fielded the most one design winners (8), followed this summer by Encinal YC (4) and Sausalito YC (3).

If you want to learn more about one design racing on the Bay — well, you're not going to find it on these pages. Call Bruce Nesbit, presidente permanente of ODCA, at (415) 389-1708 for details.

But enough — let's meet this latest crop of winners. Congratulations all around!

- latitude/rkm



Ariel — Jubilee

Don Morrison, Richmond YC

CREW: Jim Chamberlain and Jim

Weatherhead. They made every race!

COMMENTS: Morrison, a retired

chemical engineer, has been sailing Jubilee for 27 years. He's won around 20 season championships, but who's counting?

QUOTE: "A great year for sailing! Highlights included the TransPac on Montgomery Street, as well as cruising in Tonga... The Ariel class is quite competitive. Good starts and good crew work were the keys—and we always won the tacking duels."

2) Spirit Wind, Rideout/Luiten, SCYC; 3) Pathfinder, Ed Ekers, SCYC. (7 entered; 6 qualified)



Cal 20 — Tension II

John Nooteboom, Corinthian YC

CREW: Kathleen Keefe Barr and Ken

Nooteboom (son).

COMMENTS: Nooteboom, a retired engineer, has been racing for over 50 years. He's sailed Cal 20s for 28 years, first down south and then here. He was 3rd in Silver Fleet at this year's Nationals in Long Beach.

QUOTE: "My secret is yelling at the crew. Ho ho! Actually, I've spent years getting to know the boat. It's a great class... Where else can you get good competition for under \$5,000 and only have to make 3 lunches?

2) Upper Bound, Peter Fowler, CSC; 3) Sea Saw, Steve Wonner, RYC. (12 entered; 10 qualified)





Cal 2-27 — Con Carino
Gary Albright, Richmond YC
CREW: David Albright (son), Gary Trox-

el, Mark & Eric Foster, Whit Conley.

COMMENTS: Albright, a commercial artist/ad copywriter, has won 4 times now. Cal 2-27s have qualified 10+ boats every year since the class started — in 1978!

QUOTE: "We wanted it pretty badly after shooting ourselves in the foot in the final race last year... Mark and Whit (whom I 'inherited' from Eric Warner when he retired *Prima Donna*) liked their first year in Cal 2-27s so much they bought one of their own!"

2) **Zephyr**, Bruce Nesbit, RYC; 3) **Splash**, Don Walder, TYC. (12 entered; 11 qualified)



Cal 29 — 20/20 Phil Gardner, Encinal YC

CREW: Chris Ackerman, Anna Ballatos, Alejandra Busso, Bill & Sharon Gardner, Dave Gilmore, Todd Lovejoy, Diane Siegel.

COMMENTS: This was the second season title for Gardner, an opthalmologist. 20/20 won every ODCA race it entered, as well as the Estuary Cup. They also took 2nd in the Wallace Cup and 4th in the Silver Eagle.

QUOTE: "Mental attitude in racing is everything. It's essential to have a determination to win that starts even before the race. Our theme on 20/20 is focus."

2) Boog-a-Loo, Nancy Rogers, SFYC; 3) Serendipity, Thomas Bruce, RYC. (5 entered; 4 qualified)



Catalina 27 — Freyja Ray Nelson, Richmond YC

CREW: Wife Loraine, Doug and Larry (sons), Frank and Mike (friends). A true 'family' boat.

COMMENTS: Nelson, who runs his own equipment leasing business, also won the Nationals on the Bay for the second time. A former Soling sailor on Long Island Sound, he's won 3 season titles with Freyja.

QUOTE: "After sailing Freyja for 10 years, we've decided to sell her and move on. The boys would like to get something sportier, but we don't have any specific plans yet."

2) Catalyst, Ed Durbin, RYC; 3) Wildcat, Ernie Dickson, RYC. (10 entered; 5 qualified)

SEASON CHAMPIONS, PART II:



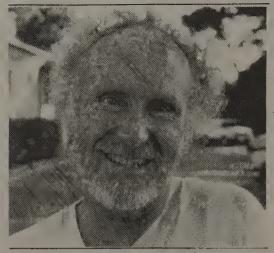
Catalina 30 — Fat Cat Seth Bailey, EYC & IYC

CREW: Mike Neylan, Larry Arnold, Adam Harry, Scott Sanders, Ron Lee, Rich Pipkin.

COMMENTS: Fat Cat repeated as class champ, taking 6 of 10 races. Bailey also won the EYC midwinters and Friday night races, and was second in the Catalina Race.

QUOTE: "Credit to the crew, who've been with me three years ('Stop pinching, Seth!!'). Our competition helped us, too: Outrageous DNS'ed a race due to a son's wedding (second year in a row) and North Mist dismasted. Next year will be tougher!"

2) Outrageous, The Speers, MBYC; 3) Blue Denim, Paul Jeans, EYC. (11 entered; 9 qualified)



Columbia Challenger — Shay Bill Myers, Richmond YC

CREW: Gene Hill, Tom Risser and Terry Baldwin.

COMMENTS: Myers, a semi-retired nuclear physicist, won the season in his second attempt. Shay, on the other hand, has won the championship a zillion times under previous owners.

QUOTE: "The boat knew how to win; all we had to do was not screw up!... It's an easy boat to sail and a friendly fleet. We'll be back next year for sure. One design is where it's at! Too much fun, too little time..."

2) Osprey, Jim Adams, SYC; 3) Libertino, Wayne Nygren, SBYC. (6 entered; 6 qualified)



Express 27 — Jammin' Skip Shapiro, Richmond YC

CREW: Malcolm Park, Rick Matthews, Eric Tjensvold, Alice Swinton, Bill Reiders, Bill Columbo, Ray Delrich.

COMMENTS: Shapiro, an IBM engineer, has raced sailboats since he was 8 years old. He's sailed *Jammin*' for the past 5 years, consistently near the top of the fleet.

QUOTE: "Although I've always been competitive in the Express fleet in the past, this was the first season I had a consistent group of excellent people. It clearly made the difference in winning."

2) Guneukitschek, Easom/Collins, StFYC; 3) Peaches, Rivlin/Martin, GGYC. (26 entered; 7 qual.)



Express 37 — Morningstar Larry Doane, Saint Francis YC

CREW: Marc Miltenberger, Tim Parsons, Greg Palmer, Jeff Gething, Julie Pitt, William & Bill Webber, Alex Parr, Scott Wahlen. Alternates: Mac Gambrell, Carlos Badell.

COMMENTS: Doane, an architect, also won the Volvo Regatta, Big Boat Series (aka the NAs) and the Champion of Champions.

QUOTE: According to Parsons, "We won because of Larry's driving, Greg's tactics, Marc's crew organization, Carlos' boat prep (Excellence for Yachts) and North Sails. We were also the best fed group on the Bay!"

2) Ringmaster, Leigh Brite, RYC; 3) Re-Quest, Glenn Isaacson, SFYC. (15 entered; 13 qualified)



Golden Gate — Fledgling Mike Bonner, Sausalito CC

CREW: Judge Wopner, Perry Mason, Jacoby & Meyers, Bull from Night Court and the entire cast of L.A. Law.

COMMENTS: Bonner, an attorney, cited the Fifth Amendment in response to our questions. Actually, he was too busy to get back to us, so we made all this up.

QUOTE: "It was a pro bono case, Fledgling v. Golden Gate class. The precedent was set last year, when we won. This year, the corpus of the fleet pleaded nolo contendre. It was our eminent domain."

2) Pajarita, Rob McDonald, BVBC; 3) Phoebe, Nygrens/Evans, IYC. (6 entered; 4 qualified)



Hawkfarm — Cannonball
Rick (I) and Russell (r) Schuldt, RYC

CREW: John Knox, the Bilafer clan (Jim, Mike & Jeff), Dave Falkowski, Kim Dinzel, Jim Robbins, John Miers, Verle Craven, Woodie, Louie-Louie, Blazer the dog. Ground support (tuna, Coors and beer nuts) provided by Wendy and Jean.

COMMENTS: Schuldt, who's in the 'entertainment industry', has won 5 years in a row. Other victories this summer included Vallejo, Nimitz and Wylie Perpetual.

QUOTE: "This is a great group to sail with. Thanks, guys!"

2) Nighthawk, John Siegel, SCYC; 3) Notorious, James Hirano, EYC. (9 entered; 7 qualified)

ONE DESIGN



Islander Bahama 24 — Cahada Dan Bjork, Bay View Boat Club CREW: Angelo & Darla Peruch, Tom

Boles and "support from many others".

COMMENTS: Bjork, a professional photographer, steered his 1966 'plastic classic' to victory for the second year in a row. He's now batting .400 (2 for 5).

QUOTE: "The racing was close, with lots of lead changes... We just rigged Cahada for a chute - and my crew loves it! Now we want to enter more PHRF races so we can flu it! Watch out for us - we'll be the ones with big eyes and white knuckles!"

2) Artesian, David Adams, CSC; 3) Tigger, Shirley Blair, BVBC. (6 entered; 5 qualified)



Islander 28 - Jose Cuervo Sam Hock, Sausalito YC

CREW: Rob & Julie Hutchinson, Mike & Stephanie Magruder, Mike Hanlon,

COMMENTS: Hock, a real estate salesman, helped reorganize the I-28 class two years ago. Half of the races were sailed nonspinnaker; qualifying boats went from 5 last year to 7; two more will race in '92.

QUOTE: "Keeping the same crew together all these years has made the difference for us. Our motto is 'have fun'... It's great to see the class on the rebound. Anyone with an Islander 28 should come out and join the fun!"

2) Shanghai, Ken Jesmore, SFYC; 3) Challenge, Virginia Jones, SYC. (8 entered; 7 qualified)



Islander 36 - Windwalker Shoenhair (1) & Gilliom (r), 1YC

CREW: Richard Shoenhair (driver), Greg Gilliom (tactician), Cynthia McCulley, Bill DeMeulenaere, Tom Shoenhair, Jeff Hornung, Greg Schmitz, Steve Chaffin.

COMMENTS: The partners have raced Windwalker for 8 years, previously coming in second twice and third once. The I-36 class hopes to revive itself next spring.

QUOTE: "We're very pleased with winning the season, as well as coming in second in the Champion of Champions. It shows we have a dynamite boat and crew!"

2) Blockbuster, Bruce Block, SFYC; 3) Juggernaut, 'Papa' Parks, EYC. (5 entered; 4 qualified)



J/24 - How Rude Walecka (above) & Hodges, SCYC

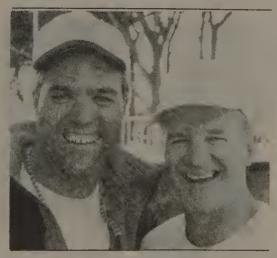
CREW: Dave Hodges (driver/co-owner), Scott Walecka (co-owner), Ian Klitza, Doug

Hodges, Bengie Canepa.

COMMENTS: Hodges, who works for Larsen Sails, and Walecka, a computer whiz who also owns the Moore 24 Adios, have been sailing in the local 'J' fleet for 4 years. This is their second ODCA title in a row.

QUOTE: "We're reshaping our keel this winter, and gearing up for next year's NAs... The local J fleet is strong and competitive, which keeps us coming back for more."

2) Just Jake, Mike Grandin, StFYC; 3) Max J, Ray Sanchez-Pescador, RYC. (27 entered; 15 qualified)



J/29 - Smokin' J Winterbottom (I) & DeWitt (r), SBYC

CREW: Neal Ruxton, John Kennedy, Alan McNab, Craig Pietro, Hugh Russel, Mike Oliver, Skip Winterbottom.

COMMENTS: Owner Gerald DeWitt, an engineer, and driver Kimo Winterbottom, a marketing rep, won the championship in their second attempt. Future plans include the J/29 NA's in Annapolis and Tahoe Race Week... The J/29 class is 'rebuilding'.

QUOTE: "Our secret? No egomaniacs (just the skipper), North Sails, Lucky Lagers, stale chips and bratwurst sandwiches."

2) In the Bagg, Kevin Bagg, KBYC; 3) Advantage II, Pat Benedict, MBYC. (11 entered; 5 qualified)



Newport 30 - Mintaka Gerry Brown, Palo Alto YC

CREW: Tom Ranweiler (9 years), Bruno Carnovale (11 yr), Jackie Ruggles (13 yr), Henry Melin (11 yr), Rocky Rockmore (4 yr), Fitz Fitzharris (2 yr), John Hunter (4 yr).

COMMENTS: Brown, a computer programmer with 28 years of skippering experience, won the title for the fourth year in a row (he's 4 for 6 since moving up from Tritons). He's also the fleet commodore.

QUOTE: "As always, it's 80% crew effort... Our bottom was always clean (5 of my crew are divers)... A great Bay boat!"

2) Achates, Bill Schultz, BYC; 3) Hot Chocolate, Don & Mary Lou Oliver, BYC. (12 entered; 9 qual.)

SEASON CHAMPIONS, PART II:



Olson 25 — E-Ticket Spooge Syndicate, Sausalito YC

CREW: Rob Moore (driver/co-owner), Pete Swain (trimmer/co-owner), Jim Bateman (mature calming influence), Charlie Merrill (foredeck/pep talks), Brett Allen (babe magnet) and sordid others.

COMMENTS: The Spooge-men narrowly defeated 5-time champion Bill Riley in their first season... O-25s are the fastest growing fleet in ODCA, doubling in one year.

QUOTE: "Great class, great boats! After years of IOR and PHRF racing, it's wonderful to get back into one design!"

2) Pearl, Bill Riley, SYC; 3) Honey's Money, Jim Morton, RYC. (18 entered; 13 qualified)



Olson 30 — Bottom Line Tony Pohl, Encinal YC

CREW: Mike DeVries, Scott Dickey, Garski, Eric Grey, Susan Hay, Mike Knowles, Mike Mailloux, Krysia Pohl, Gary Sadamori.

COMMENTS: Pohl, a CPA ("the crew is sure it stands for 'Constant Pain in the A--!!"), won every regatta he entered this year except the Nationals, where he was third.

QUOTE: "Thanks to an excellent crew and great salls (thanks, Howie), we won despite crew members going swimming at Blossom and permanently imprinting "rellakcalB" on the starboard bow."

2) Vorticity, Jeff Gething, RYC; 3) Soul Sauce, Ahrens/McCloud, EYC. (12 entered; 8 qualified)



Ranger 23 — Twisted Don Wieneke, Sausalito YC

CREW: Mark Stockton, Steve 'Shorts' Ulrich, Don Nichols. Shore support from wife Cynthia and dog Tandem.

COMMENTS: 'Booty' Wieneke, who sells TV ad space, has now won seven titles in a row, upping his overall string to 8 victories in 12 attempts. Lately, however, he seems preoccupied with playing tennis and shooting pool.

QUOTE: "This is getting a little too easy. Next year, I may buy an Olson 25 and really challenge myself."

2) Impossible, Gary Kneeland, SYC; 3) Royal Flush, Dan Richardi, SYC. (13 entered; 9 qualified)



Ranger 26 — Mytoy Dave Adams, Presidio YC

CREW: Barbara Adams, Jim Breitlow, Ward Burns, Ben Castaneda, Tom Deuel.

COMMENTS: Adams, a civil engineer, has campaigned *Mytoy* for 10 years with virtually the same crew. They also won in '87, '88 and '89.

QUOTE: "We won because of our skillful and dedicated crew (they claim we won because of Barbara's lunches!)... We seem to do best in the really windy 'survival conditions'... The worst foul-up we had this year was when they let me pack the chute!"

2) Onager, John Wales, SYC; 3) Jambalaya, Ruben Becker. (7 entered; 5 qualified)



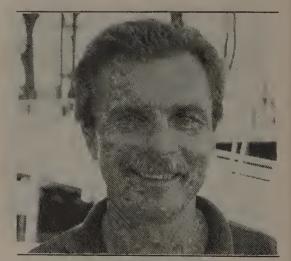
Santana 22 — Diana John Skinner, Richmond YC

CREW: Rina Skinner (wife), Steve Miller, Patril Southworth (alternate).

COMMENTS: Skinner, a civil engineer from Pinole, has been chasing the season championship for 10 years. He's been the bridesmaid in three of the last four years.

QUOTE: "We were ready for a real battle this year, but Jim Lindsey didn't show up!... Steve and I grew up sailing El Toros on Lake Merritt. The fluky winds on that lake were excellent training for the frustrations of sailing on San Francisco Bay."

2) Kemo Sabe, Vern Neff, RYC; 3) Soliton, Mark Lowry, RYC. (25 entered; 15 qualified)



Santana 35 — Swell Dancer Jim Graham, Encinal YC

CREW: John & Karen Toms, Art Puett, Rich Benngllack, Marty McGarry, Tyler Jones, Wes Weber, Greg Geyer, Sonja Sabels, Larry Moberly.

COMMENTS: Graham, who's in the publishing business, has campaigned this boat for 10 years. He won the championship in '88; this year he tied with Wildflower.

QUOTE: "It was a hard-fought season. Wildflower is faster all around, especially in lighter air. We're working on boat prep this winter, and will definitely be back in '92."

2) (not awarded due to tie); 3) Excalibur, Byron Mayo, EYC. (10 entered; 6 qualified)

ONE DESIGN



Santana 35 — Wildflower Art Mowry, Stockton SC

CREW: Doug Baird (tactician), John & Dave Mowry (sons), Jonathan Sonett, Tim Shackelford, Randy Bainbridge, Grant Washburn, Mark Spitaleri, Rob Rynd.

COMMENTS: Mowry, a druggist from Stockton, brought Wildflower from the Delta to the Bay in 1988. He won the Nationals in '90 and '91. As fleet captain, Mowry claims the class is healthy and coming back.

QUOTE: "Living 100 miles away and still winning races is a testament to my crew, the support of my family and my own insanity."

2) (not awarded due to tie); 3) Excalibur, Byron Mayo, EYC. (10 entered; 6 qualified)



Thunderbird — Ouzel Michael Sheats, Berkeley YC

CREW: John Orfali and Mark Bayuck were the core. Others included Hillair Bell, Ned Sanderson, Jim Mullarky, Barbara Kaplan and Doug Rechsteiner.

COMMENTS: Sheats, an architect, also won last year. *Ouzel* is training for the T-Bird Worlds in Vancouver in '93.

QUOTE: "Crew work was the difference. Several boats were even in speed this year, so it was a case of 'make a mistake, lose a place'. Thanks to the sailors in Thunderbird Fleet 6 for some great competition!"

2) Toots, Curtis King, GGYC; 3) Griffin, Jim Glosli, NoYC. (6 entered; 6 qualified)



Triton — Captain Hooke
Tom (above) & Dave Newton, VYC
CREW: Steve Newton (Tom's son), Beau
Woodward, Mike Gibson, Ruth Peritz.

COMMENTS: Brothers Tom, a psychologist, and Dave, a physics teacher, repeated as winners... Tritons have been racing as a one design fleet for 30 consecutive years on the Bay. This year, 6 different boats won races. The title was settled with a port/starboard encounter at the finish of the last race.

QUOTE: "We won because the other skippers knew in their hearts that we should win. Plus, we were on starboard!"

2) Bolero, Ely Gilliam, BVBC; 3) Whisper, Ken Schapp, SCC. (10 entered; 6 qualified)

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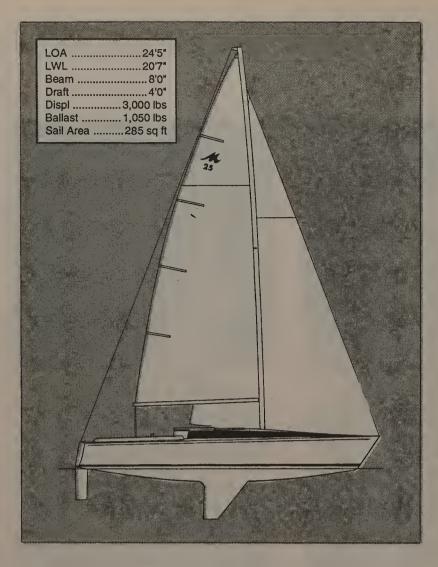
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MERIT 25

According to class folklore, the birth of the Merit 25 came about through something other than immaculate conception. As the mythology goes, it all started in 1978 when a J/24 mysteriously disappeared into boatbuilder Paul Yates' garage down in Southern California... What came out some months later was reportedly the first Merit 25. Whether this tale holds a grain of truth, only the now unreachable Yates himself knows. But it might as well be gospel.

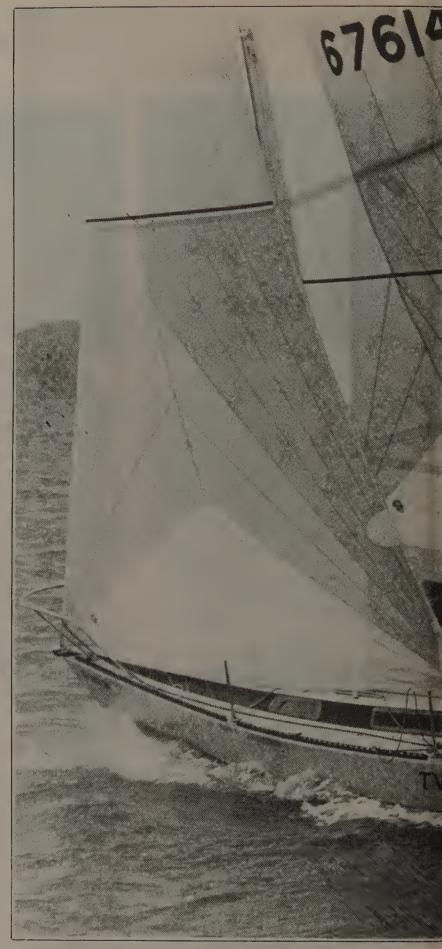
In many ways, the almost-ultralight racer/cruiser is a carbon copy of the J/24 that was so popular in the late '70s when the Merit was designed. But there are a few notable differences: it's stronger, cheaper, more comfortable and faster in certain conditions (generally under 8 or 10 knots) than the boat which obviously inspired it.

Yates took the beamier hull of the J/24, slimmed it down for easy trailering, added six inches of waterline and traded the conventional fractional rig for a stiffer 15/16 rig, which gives the Merit about 12 extra square feet of foretriangle area.

At the same time, Yates matched the J's stability by keeping the waterline beam the same and used his family background in plastics technology to achieve higher quality construction. He added a stronger inboard rudder and racy-looking reverse transom.

The result was a sleek, easy-to-handle racer that could glide through light air starts as if propelled by leashed dolphins and still stay in control while surfing under spinnaker in gusts of 35 knots. While the hull speed in theory is just over six knots, Merit owners have watched their knotmeters cruise to 13 while surfing. "It's a friendly boat, good upwind and downwind," said Jim Fair, owner of Chesapeake. "It's easy to steer and solid as a rock."

The boat is so easy to handle downwind that Fair said it has almost gotten him into trouble. As he was beginning the 1986 Singlehanded Transpac, Fair said he hoisted the spinnaker in light airs and sailed through the day so comfortably that he didn't notice any changes in the helm as the winds slowly mounted. When he went to douse the spinnaker that evening, he suddenly realized that,



without him even noticing, the wind speed had gone from 10 to 30 knots.

"It was so easy to steer that I didn't realize the wind was coming up," he said. "I had considerable trouble taking down that spinnaker."

Since the Merit's first year in the water, when Yates' own Sea Dream took first place overall in the light air 1980 MORC Internationals in Milwaukee, the boat has been eyed as a racer to watch out for. In Toronto in 1983, at the windiest MORC Internationals ever held, Yates topped the 65-boat fleet again, becoming the first person to win two MORC International Regattas in the same boat — and with a production boat at that!



In the Bay Area, enthusiasm for the Merit 25 fleet was at its peak in 1985 and 1986 when it had a burgeoning YRA one design class and as many as 16 starters participating in the Metropolitan midwinters. The 1986 Yachting Yearbook listed 29 Merits, including many still-familiar names (Polecat, Paddy Murphy, Green Green, Xanadu and others). After 1987 — when Yates' Pacoima, California (east of L.A.) Merit Marine declared bankruptcy and ceased production of all its lines (Merit 22, 23, 25 and 28) — local interest began to wane.

These days, however, the fleet seems to be undergoing something of a revival — particularly in Berkeley. For the most part, that revival

is a tribute to the energy of Paul Kamen, a Berkeley naval architect and repeated Merit 25 YRA champion. He doubles as the boat's top promoter and unofficial (and uncompensated) used-boat salesman.

Kamen purchased his Merit, the then-bright yellow Twilight Zone, in 1983. "I was actually interested in a J/24," he confessed. "But then I heard about this boat that was supposedly faster, more comfortable, better built, better looking, and had a lower (MORC) rating. I couldn't resist."

The next year, Jim Fair, Kamen's longtime arch-rival from the Cal Sailing Club's Lido 14 races, followed suit, ensuring some grueling competition in the Merit fleet. For the last eight years, the class title



has see-sawed between Kamen and Fair. Unfortunately, at the same time, the majority of the Bay's Merit 25s dropped out of racing.

In 1991, for the first time, there weren't enough starters to qualify for an ODCA fleet. Accordingly, the Merit Association ran its own abbreviated season of one design races, while the most avid racers continued to compete in the HDA-L season as well (the boat is

reasonably competitive at a PHRF rating of 168, the same as J/24s and Hawkfarms). Chesapeake, in fact, came in second in HDA-L this summer.

But in the past two years, thanks partially to Kamen's salesmanship, the Merits have been rapidly changing hands — often going from owners who weren't using the boats at all to new racing



enthusiasts. And, as often as not, they have been ending up in the Berkeley Marina. "In the last two years four of my crew have gone out and bought Merits of their own. It shows what people will do to avoid crewing for me for another season," laughed Kamen, who currently has crew positions available.

Since 1988, the number of Merits in the Berkeley Marina has gone

from three to ten — six of which are owned by Cal Sailing Club members. Kamen predicts that next year's Merit one design season will include about 8 boats, but he says the fleet probably won't move back into the YRA structure.

"The important thing for the class, because it's so small, is to keep the schedule light enough so the marginally-interested racer doesn't get burned out," said Kamen, explaining that the current Merit Association racing schedule consists of only six races over five days. The schedule includes several Bay Area favorites, like the Vallejo Race and the doublehanded Gracie and George, and it specifically doesn't conflict with HDA races. Twilight Zone won the inaugural series this summer.

The Merit has stood the test of heavy-duty ocean racing, as well as the rigors of howling summer afternoons on the Bay. Both Kamen and Fair completed the 1986 Singlehanded Transpac Race without major problems. Fair claimed the biggest test was the LongPac qualifying run, when he spent five days off the coast of California in 50-knot winds and 20-foot waves. While he occasionally worried that the boat wouldn't survive the heavy seas, he soon discovered the weather was taking its toll more on the captain than the craft.

"You're sitting down below, it's the middle of the night and the waves are breaking over the boat," he said. "With one hand, you're caressing the life raft. In the other, you're holding the bucket you're barfing into. To be honest, the boat was doing a whole lot better than I was."

After six years of "beating the boat to death" on the racing circuit, Fair experienced a structural problem which has hit several of the Merits built the last few years the company was in business. Chesapeake's keel began to flex where it's attached to the hull, eventually necessitating a major reinforcement job.

Fair explained that Merit Marine tweaked the design of post-1984 model by lowering the cabin sole to increase headroom, a compromise which sacrificed some of the original structural integrity of the boat. Still, he noted, if he had put a J/24 through the kind of ocean racing Chesapeake endured, "It would have fallen apart."

The Merit 25, which is actually only 24.5 feet long, originally sold for \$16,000, including trailer and two sails. In the used market, the boats now go for \$6,000 to \$11,000. There are currently still 30 Merits in the Bay Area, with the majority of the 400-some boats built still living in Southern California. Other fleets are scattered around the country, including enclaves in Texas and Colorado.

A look at the Merit, with it's sleek, pinstriped, low-riding design, would tell even the greenest novice that this is a boat that was made to go fast. What one might not guess — at least without going inside — is that it makes a darn good cruiser as well. While the cabin certainly wouldn't be called enormous, it is organized for efficiency and comfort. And the cockpit, unlike the J/24, is comfortably sunken and has backrests.

In addition, the boat can sleep four in honest-to-gosh comfort. The Merit's V-berth is completely unobstructed by the mast compression strut, which, in most small boats, is strategically placed to ruin even the most romantic evenings. "It's the best V-berth in any boat under 40 feet," claimed Kamen, who is in a position to know such things.

But the Merit's best cruising attribute is its ease of handling and incredibly lively feeling. There's nothing like surfing home from an Angel Island picnic and watching the knotmeter break double digits.

"If you're looking for a nice easy cruising boat that's fun to sail and easy to move around, the Merit is ideal," Fair said.

- erin mccormick

For more information on Merit 25s, call fleet captain Steve Wright at (510) 798-2159, or write him at 2055 Sierra Rd., #43, Concord, CA 94518.

MAX FBB:

hat about that boat over there?" shouted one of the crew, pointing to a 30footer that was backing out of its berth. "They look like they're going out to race todav."

"Go for it!" exclaimed Lee.

"Have to get close enough to catch their attention," said our skipper. "Tacking . . . "

The helm of the small ultralight racer that I had somehow been conned into crewing on for the day went hard over, but we were moving so slowly in the negligible wind that we barely started to turn.

"Start rocking!" Lee ordered, and while the crew began to sally from side to side, she pumped the helm in time with the boat's rolling. We started to inch towards the channel, mainsail popping back and forth with each roll, towards the path of the prospective towboat. But they were gaining momentum after clearing their berth, and it was very clear that we wouldn't get much closer than this.

"Get the towline!" ordered the skipper. "Quick! It's in the bin under the starboard berth!"

I was the closest to the cabin — in fact, I was standing in the hatch at the time, so I ducked below and found the neat coil of almost new 5/16-inch three-strand nylon line. I passed it up through the hatch, and it was relayed up to the woman on the bow.

We continued to rock and pump while she undid a few coils of the gold-colored line and waved them seductively in the direction of the boat under power.

"Yooo hooo," she yodelled.

But they motored on in a straight line, evidently studying our gestures and weighing the options.

"Yoooooo hoooooo . . . "

"Let's give 'em the Genevas this time."

And so as we threw the towline over the cockpit of the boat with the powerful inboard, we also threw them the bag of cookies, which I learned is the standard towing fee for a ride from this marina to the starting line of this particular race series.

"Don't you even have an outboard on this boat?" I asked our skipper once the jib was down and we were comfortably under tow.

"Sure, but it's been years since I've had to use that thing to get to the starting line of a midwinter race. This was a close one, because we're a little late leaving the marina today. Usually we make sure we're out before all the boats with engines leave their docks, so they go close by us on the way to the race. They know we always have the bus

fare, so we always get an offer.

I had forgotten how pleasant it was to be on a small sailboat under tow. No noise, no vibration, no smell, especially after we let out the full 150 feet. My boat has an inboard, and while I sometimes get to be on the front end of the towline, I hardly ever see it from this side. In fact, I hardly ever see a race from this size boat. But Lee Helm, my naval architect friend whom I can sometimes persuade to crew for me, had called me the night before with a crew spot she needed to fill. She knew that I wasn't racing my boat in this particular series, and knew that I owed her one. They usually raced as an all-woman crew, and Lee assured me that my crew position could be 'sandbag' if that was all I felt

long stretchy towline," I remarked as we bounced over the wake of a passing

momentum." like doing. How could I turn this one down? figure out what Lee was talking about. t's very considerate of you to have a

"Too big in diameter, much too stiff, and usually too short,"

"They're just toying with us," said Lee. Finally they made a sharp turn in our direction and reduced power back to idle.

"What a relief!" said our skipper. "No way would we have made it to the starting line in

"For sure," said Lee. "I mean, we were showing goose eggs on the speedo before we started to pump."

"Don't forget the cookies," reminded the skipper as the tow boat was lining up to drift alongside and catch our line.

"Right — the Mint Milanos or the Genevas?"

powerboat. "Seems that whenever I tow someone, all they can find is an old jib sheet. Too big in diameter, much too stiff, and usually too short."

"And people don't even have the sense to like, move over to one side when the towline comes taught," added Lee. "I mean, if you are forced to use a non-stretchy towline, at least you can absorb the shocks by keeping the bow off to one side a little. You know.



absorb the linear impulse with some angular

"Of course," I agreed, not really trying to

"It's also worth having a new towline, if you're begging for tows," remarked the skipper. "The psychology is simple enough. People like to catch a new, bright-colored line that will be fun to tie around their stern cleat. It makes a difference."

"What about the battle flag?" asked the foredeck crew, pointing at the empty foretriangle.

"Of course!"

I moved into the cockpit to make way for Lee to go below and get the flag. She passed it up to the foredeck crew, who unrolled the top and bottom pendants and snapped them into the topping lift and foreguy. I had to move out of the way again for Lee to reach the topping lift cleat, and we all stood at attention — albeit with a heavy dose of satire - as the string of flags was hoisted into position about half-way up the forestay.

The battle flag was a huge banner displaying the boat's name and graphic logo - but that wasn't the only flag that went up. There was a yacht club burgee connected to the top of the flag by a short leader, and a string of participation flags from an ocean

PENNANT PROTOCOL



race down the coast was tied below the battle flag.

"Wait a minute," ordered the skipper.
"Take down those Windjammer flags. We're only supposed to fly those at Santa Cruz."

The crew jumped to correct the faux pas, and the inappropriate flags were stowed.

"What about the club burgee?" I asked, as the burgee and the battle flag went back up. "Shouldn't the burgee be flown from the starboard spreader?"

"Heavens, no!" she answered. "The starboard spreader is strictly for the courtesy flag. That is, the national flag of the foreign country whose waters you're sailing in."

"Everybody flies their burgees from the spreader," added the foredeck crew, "but it's wrong! The burgee belongs at the masthead!"

"Of course," explained the skipper, "but there's no way a small sailboat — even a big racing boat, for that matter, can fly anything from the masthead other than the wind instruments. So we set the burgee high in the foretriangle as the next best thing to the masthead."

Now that they had brought it up, I had to admit they were right. In fact I myself had fought a losing verbal battle many years ago over the same issue. Everybody I used to cruise with wanted to fly their burgee — and every other flag they could find, for that matter — from the starboard spreader. I tried to explain that this location was reserved for something else, that it was demeaning to the burgee to not give it top position, and that if they ever did that in foreign waters (instead of the courtesy flag) they would be in big trouble with local officials. I also thought it was kind of insulting to the foreign yachts we ran into who were dutifully flying the U.S. flag from their starboard spreaders, because it implied that we had no idea what their gesture was supposed to mean.

"What do you do if you want to fly the burgee under sail?" I asked, interested in how this upper foretriangle solution might work in practice.

"We just don't fly the burgee under sail." she said. "Can't. But the main function of the burgee is to indicate where you're from to yacht club port captains when you use a guest dock. So I don't think flying the burgee under sail is that important anymore."

"Some cruisers sew the burgee to the leach of the mainsail, near the top," added

the foredeck crew. That's also considered an acceptable substitute for the masthead."

"Except that it won't be flying when you need it most, tied up at the guest dock," I pointed out.

"Guess you need two," she concluded.

Our towboat, meanwhile, had seen us raise our flags and was in the process of breaking out their own. We noted their ensign on the stern, and the burgee going up the usual starboard spreader flag halyard.

"Amateurs," I said with self-righteous contempt.

"But they're just following current practice," said Lee. "I mean, so many people use the starboard spreader to display their burgee anyway, maybe it's time to re-write the rules."

"But what about boats in foreign waters? What about foreign yachts visiting here? Traditionally, we keep that starboard spreader location clear for the courtesy flag, and nothing else."

"Wrong!" said Lee. "There are a couple of examples of other signals being flown there. For example, if a sailboat is owned by a member of the U.S. Power Squadron — which is admittedly an unlikely scenario — then the USPS flag should be flown from the starboard spreader when at anchor."

"Where'd you get that?" I asked.

"A recent edition of Chapman's," explained Lee. "And according to the New York Yacht Club 'Yacht Routine', as printed in my 1927 yearbook, the starboard spreader is also used for the 'Guest Flag', 'Absent Flag', and 'Owner's Meal Flag'."

"So the starboard spreader isn't sacred," I allowed, "but it's still not the proper place for the burgee."

"It didn't used to be. But get real. Boats don't have anywhere near as many places to hang things from as they did a hundred years ago."

"So when there's only one flag halyard," said the skipper, "and that one halyard is to the starboard spreader, you think it's okay to use that for the burgee?"

"Has to be, because, like, that's what everybody does," insisted Lee. "Books about etiquette are kind of like dictionaries. They can't tell us what to do — they can only record current practice."

"The books don't say a word about battle flags," I noted.

"Unless you interpret the battle flag as a private signal," said Lee, "in which case we're following the intent of the traditional rules: burgee higher than the private signal. Except traditionally the burgee and private signal are supposed to be the same size! That one's gotta go!"

MAX EBB: PENNANT PROTOCOL

Speaking of etiquette," said the foredeck crew, "aren't we supposed to get fed on this boat?"

"Oh yes! The muffin bag," said the owner as she gave me the helm and went below to fetch the bag of pre-race snacks.

We dealt with the snacks while she attended the last-minute race preparations: sponging out some non-draining bilge compartments, turning on the instruments, making sure personal gear was well stowed and the right sails were within easy reach. The crew was impressed when she passed a new winch handle up to the cockpit.

"Alright!" enthused Lee. "A new tenincher. Did what's-his-name offer to pay for it?"

"No, not a word. He apologized for losing it, but that's all."

"You mean you make your crew pay for winch handles they drop?" I asked. "Even the non-lockers?"

"Of course not, Max. I expect to replace

one or two every season. But he still should have offered."

Soon we were approaching the starting area, and our towboat was slowing down and gesturing at the towline. The wind was still absolutely flat calm, so after making sure we were up-current of the starting line, we had ourselves cast off and drifted around to where some eight or ten boats had already rafted up. The answering pennant, signalling a postponement in the starting sequence, was hanging limp from the committee boat's rigging.

"Postponement party!" yelled the foredeck crew, and we got our big fenders out and tied up the long towline to make bow and stern mooring lines.

We didn't know the boat on the end of the raft, but we interpreted the fender over the side as an invitation to tie up.

And no sooner were we secure when another boat pulled up to our outboard side. We knew this group — they were also from



Most expensive one ever: 'Blade Runner' inadvertently turned a \$5,000 multi-colored 3/4 oz. spinny into a battle flag during the '87 MEXORC.

our marina — so we gave them a hard time about their too-small fenders and non-stretchy dock lines made from old jib sheets. When they walked across our deck to make a social call a few boats down the raft, our skipper even berated them for crossing our cockpit, instead of passing around in front of the mast like any sailor with good manners would do.

"Look! One of 'em even has shoes with dark soles!" shouted our skipper as the inexperienced crew scampered across our foredeck.

We all pretended to see black marks on the deck were he had walked, even though we knew that modern running shoes very rarely leave marks, regardless of the color sole.

"Sheesh!" said Lee to the boat's owner, who wasn't sure whether he should be laughing or apologizing. "Which barrel did you find your crew under this morning?"

We did eventually race that day, and the wind even came up enough so that my function as a 'sandbag' was worth something to them. In fact, it was a rather convincing first place finish. So of course we did the obligatory 'victory roll' — a quick 360 degree turn under sail — in front of the yacht club to announce our win when we entered the harbor. This was followed by the equally obligatory round of drinks on the skipper at the yacht club bar.

And on this boat, the skipper even buys dinner after a first-place finish — proving that some of the most important traditions are never even mentioned in the books about nautical etiquette.

— max ebb

BATTLE FLAG TIPS

You've agonized over it for weeks, and finally have the solution: "We'll buy the skipper a battle flag for Christmas!" Your sailmaker will be more than happy to work with you, but there are a few things to be aware of:

1) Battle flags should be big. At least half the 'J' measurement in length (i.e., half the length of the spinnaker pole) is a good size. This will allow it to fly half-way up the forestay and just clear the mast. The 'luff', or hoist, of the flag can be as much as 60% of the flag's length, but some designs will work better with a longer aspect ratio. (Note that spinnaker cloth typically comes in 40-inch wide rolls.)

2) The luff should be angled to match the forestay, and the sailmaker needs to know the headfoil size if there is one. Best to use the boat's regular sailmaker, as all this data will be on file.

3) Intricate artwork is expensive! One local sailmaker recently charged \$750 for a single flag. Expect to be billed on a time and materials basis. Sailmakers might be reluctant to predict how much time they'll have to spend on your artwork — this kind of work can take much longer than you'd imagine. Prices for completed flags are typically in the \$150-\$300 range.

4) Try to supply the sallmaker with the full size pattern for the design. A sign-painter can help, especially if you can track down the one who did the graphics on the hull.

5) What if there is no obvious graphic theme or design associated with the boat? The boat's name, done in the same type

style that's painted on the hull, will usually work — especially in combination with the sail number or one design class logo.

6) Allow at least a week. Sailmakers can get very busy during the holidays.

7) If a finished flag is out of your personal budget, get the crew to go in with you. Or, buy the flag in kit style, i.e. sans graphics. Your sailmaker will provide you with a supply of sticky-back insignia tape in the appropriate colors (warning: some colors don't exist). This way, you get to have all the fun of cutting out and applying the design. A seven-foot single-color blank flag, ready to hoist but with no graphics, should run about \$70.

8) If this is still over your budget, you can always make the flag yourself. Forage around the loft for the right color spinnaker cloth (.75 ounce for all but the biggest flags) and a scrap of luff tape that fits the headfoil. You don't even need a sewing machine the flag can be attached to the luff tape with special adhesive tape (and sailmakers have some very sticky tapel). Two tips though: with no tabling around the edges, the back of the flag will fray easily. Make it extra long, so you can trim it down every season. And because you're relying on adhesive tape to hold the thing together, make sure that the top and bottom pendants (no grommets) are one continuous line through the luft of the flag. If it comes apart, you don't want a halyard at the top of the mast.

9) What if you want a battle flag for your boat, but nobody's likely to buy one for you? Well, if you order enough new sails...

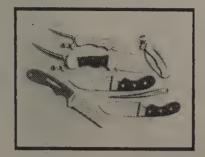
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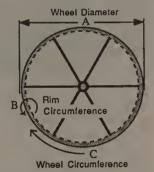
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WORLD OF CHARTERING

With reports this month on chartering with kids in the Caribbean; on having "no regrets" putting a yacht into a charter management program in Mexico; and the usual charter notes.

Kids In The Caribbean

Is there anything as enjoyable and rewarding in life as fooling around with one's kids? Not to our way of thinking.

Most of us parents try to spend as much time as we can with our kids, but we're all familiar with the obstacles: work, school, the kid's friends, ex-wives, sibling rivalry, I.R.S. audits — the list is endless. One of the misfortunes of modern life is that we parents — particularly fathers — get to spend so little 'quality time' with our kids. Both we and the kids suffer as a result of it.

If you want extended quality time with your kids, we're here to tell you that a family sailing vacation in the tropics is one of the best ways to get it. You're afforded the opportunity to be with your rascals 24 hours a day in an adventurous yet relaxed environment. No telephones, fax machines, newspapers, television or other modern inconveniences. Furthermore, it enables you to discover all kinds of things about nature, sailing — and most important — each other.

How old do kids have to be to benefit from a tropical sailing vacation? We might have a better perspective on this than most folks, because being in the business, our family has had more opportunities to take



Nick, at age eight, for the first time has a genuine interest in taking the helm.

such vacations than most. Based on our experience, until the youngest kid is past three, it's best if the parents can find a

babysitter and sneak off for a tropical rediscovery of each other, sans diapers and the extra expense of the child. But once the youngest devil has turned four, we think it's well worth taking the kids.

Our first family visit to the Caribbean was back in June of 1987, when our daughter Lauren was 6 and Nick was 4. We spent about five days at St. Barts and two days at Virgin Gorda. Although we actually sailed very little, it was still a great time for them and for us. Nick learned to cast with a rod, Lauren delighted in body surfing with her dad — and everyone loved bouncing along the muddy road to Grand Saline Beach in the floorless Moke.

The highlight of the trip, however, was finding part of Long John Silver's treasure at The Baths at Virgin Gorda. At ages 6 and 4, kids are crazy about pirates and treasure. So when we left St. Barts, we brought along some shiny French coins the kids had never seen before. Then, while meandering among the shallow salt water pools beneath and between the apartment-sized granite boulders of the The Baths, we 'planted' pieces of the treasure where the kids couldn't miss it. Soon their little hands — with tiny, colorful tropical fish swimming between their fingers — were reaching out to snatch the mysterious coins from the sand. The fact that a fierce rain and lightning storm had driven everyone else from the normally crowded Baths only added to the drama. Four-and-ahalf years later, Lauren and Nick still vividly remember discovering the coins. Having wised up to Santa and the Easter Bunny, however, they're no longer buying the Long John Silver's treasure yarn. "Get a life, Dad," says Lauren.

While the kids were too young to remember and appreciate much of what they saw and did — and were mildly scared once or twice — they thoroughly enjoyed themselves. As for us, we cherished the experience — and recall it anytime life seems particularly bleak. Which is about twice a day.

In 1989, with Lauren 8 and Nick 6, we yanked them out of school for a three-week January cruise on *Big O* from St. Martin to the Grenadines and back up to Antigua. The overriding factor of that trip was that we



scheduled too ambitious an itinerary, particularly given the fact that it rarely blew less than 30 knots during the entire period. Everybody, including people wrapping up circumnavigations, groused about the strength of the wind and the size of the seas.

There were plenty of good times on the trip, but much of it was tainted by bad weather, the accelerated pace and the fact that the dinghy was stolen. And for the inherently cautious six-year old Nick, five adult shipmates and an older sister sometimes compelled him to try things he really wasn't ready for. Fortunately, he briefly hooked up a sailfish off Mustique, and that, along with a crazy ride on a dump truck past Mick Jagger's island house, is what he remembers most.

It could have been a great trip for everyone, kids included, had we accepted the limitations of the weather and cut our agenda in half. Unfortunately, we weren't that smart and it was merely a good trip.

Last January our family went down to Big O for two weeks with our brother's family — and had a fabulous time. There were two major factors that made it such a success: 1.



we had a full crew to handle big chores like provisioning, cooking and maintenance; and 2. our kids, then 9 and 7, had their 12-year old and 9-year old cousins along as playmates.

Having learned our lesson from the previous year, we spent almost all our time in the 25 miles between Anguilla and St. Barts. This was another sailing vacation in which we didn't sail much at all - and it didn't bother anyone in the least. Rather than a vehicle, the boat served as home base. We'd have breakfast aboard in the morning, then engage in any number of activities: dinghying off to nearby beaches or islets, exploring ashore by rent-a-car or foot, bobbing off the back of the boat on floating mats, playing smash-ball on the beach, having group wrestling matches in the surf, or enjoying the lovely 20-minute nature hike between Columbie and Flamands. Television can't hold a candle to any of these things.

Once back on the boat, there were sundowners for the adults and Shirley Temples for the kids — and lots of family conversation in the cockpit. As we adults reminisced about our childhoods, the kids

learned all kinds of new things about their parents. What particularly intrigued them was all the "bad stuff" we'd done in our youth: sliding down the circular fire escapes at the Claremont Hotel, 'ice-blocking' down the 600-yard fairway of the 18th hole of the Lake Cabot Golf Course, playing hooky from school.

Not only was it a wonderful for the relationships between parents and children, but also between adults. As a result of that trip, we became closer to our brother and his wife than we ever have in our lives. That in itself made the vacation worthwhile.

Our kids, a little older and having companions along, were far more independent during this sailing adventure. We adults, for example, could sit around Cheeseburgers in Paradise enjoying sundowners and chatting with old island friends while the kids happily amused themselves climbing the nearby trees or gawking at Endeavor and the other magnificent yachts Med-tied to the nearby quay.

There were the little bits of excitement, too, which cement relationships. One night on the hook it must have been blowing a good 45 knots until about 0400 when it whipped up to about 60 knots. Various members of our party would come up on deck, huddle behind the dodger and ruminate about the situation and our options if we dragged anchor into deeper water.

A couple of days later, we decided to take the dink the mile or so from Road Bay, Anguilla to tiny Sandy Cay. Although the ride was smooth on the way over, the trades kicked in by afternoon. Our unsinkable dink flooded, requiring everyone to bail constantly. Then the two-cylinder outboard started firing on one cylinder — and that only occasionally. "Is this serious?" asked Nick between bails. While we finally made it back to the boat, it was nip and tuck for awhile whether we were going to have to seek help. The little bit of danger made for great conversation at cocktail time.

But all in all, the trend was clear: with each passing year, sailing with the kids in the tropics was getting better by the year. Much better.



This November we and the Wanderette — taking advantage of a 33% off discount American Airlines was offering on frequent flyer trade-in miles for Caribbean trips — took Lauren and Nick, now 10 and 8, down for a week to the Virgins. We sailed out of Charlotte Amalie one night with former Sausalito resident Warren Stryker on his old Bounty II. Then we went sailing for a couple of days on a Moorings 37 out of Tortola. We spent the final days enjoying shoreside and nautical pleasures — including racing with Olympic medalists — at Virgin Gorda's Bitter End Yacht Club (which, despite its name, is actually a fine resort).

The trend remained unbroken, as this was by far the best time we've had with the kids in the Caribbean. It was not only a function of their greater independence and confidence on boats and the water, but of their increased awareness and enjoyment of their activities and surroundings.

The Moorings makes things so simple for charterers. Disembarking at Road Town, Tortola, a free Moorings van was waiting for us. Ten minutes later our gear was unloaded at their huge base just inside Wickham's Cay. Simple and clean, the base has an outdoor dining room and bar overlooking the pool — which itself is just a few yards away from their massive fleet of yachts. Strolling up and down the docks, we couldn't help but be impressed by The Moorings fleet; their boats are modern, uniformly clean and from all appearances in

excellent condition.

The boat we got was Folie de Duex, a 1989 North Carolina-built Beneteau 38 that might as well have been brand new. Spotless, she came fully equipped with linens, pillows, utensils and all the other essentials. She had masks and snorkels, numerous charts and guides — and even a cellular telephone. All we added was a little food — we planned on eating out a lot — and two 'glass-bottomed' boogie boards.

Folie was fitted with a Hood main and roller furling jib. Both were beautifully cut and the headsail was the ideal size for Virgin Island conditions. In a nice touch for a boat with a roller furling headsail, the genoa car position could be adjusted from the cockpit—although we never bothered. The winches were self-tailing and the appropriate size; in light air, the kids did their share of grinding. The black sheets, like most of the running rigging, looked virtually brand new.

The halyards and reefing were lead back to the cockpit, where the sheet stoppers worked perfectly. When it was time to hoist sail, Lauren would steer the boat into the wind, we would jump the halyard at the mast, the Wanderette would grind in the last couple of feet, and Nick would supervise. Either we were a hell of a slick team or the boat was perfectly set up, because it was easy.

The Moorings 38 features a large, airy

double berth aft that was perfect for us two adults, and a somewhat smaller vee-berth up forward for the kids. There were two heads in the boat, both easy to use, both with the handy sea-cocks in plain view. Folie had good room for a 38-footer, plenty of hatches for ventilation and lots of electric lights and fans.

Even though we were towing a hard dink, the Jean Berret design was lively under sail—thanks in part to her immaculately clean bottom. Well-balanced, responsive, yet stiff, Folie was fun to sail.

The cockpit design of any boat in the tropics is of utmost importance, because that's where you spend most of your time. Folie's large cockpit was covered by an all-important Bimini top. The collapsible cockpit table was just right for four, and sported a convenient built-in ice box. The stern pulpit opened up in the center, allowing you to step down the scoop transom to 1. get into the dinghy, and 2. taken a shower and squirt whomever happened to be driving.

We had an awful lot of fun with that boat, reaching first across the Francis Drake Channel to The Bight at Norman Island, arriving right at dark. Early November still being the low season, there were only about 40 boats — in what's admittedly one of the biggest and most popular anchorages in all of the Virgins. We set the hook, and much to the delight of the dinghy-mad kids, decided to motor over to the William Thorton, a permanently-anchored 1915 Danish Baltic

WORLD OF CHARTERING



Trader that operates as a bar/restaurant. It was a great setting for a meal, especially when the cook threw all the leftovers overboard and the resident fish went nuts.

Our real objective in visiting Norman Island, however, was to feed the fish at The Caves on the east coast near Treasure Point. While everybody does it, this really is a special experience. You take your dinghy close to one of the four caves, then jump in the water with zip-lock bags of bread. Pull a little bit of bread out at a time and whoal you're surrounded by more fish than they've got in the Steinhardt Aquarium.

"There were soooooo many fish, and they were soooooo colorful," remembers a still excited Lauren. The literally thousands of fish, from tiny sergeant majors to 12-inch jacks, swarm around to get their share. One of the larger ones had bad aim in the feeding frenzy, missed the bread and nipped the Wanderette on the wrist.

Lauren, watching through a snorkel, and Nick, through the glass-bottom boogie board, couldn't believe their eyes. We'd seen the same show maybe 10 times before — and it was still as thrilling as the first.

Once the bread was gone, we explored two of the larger caves. It was fabulous stuff, as the water is crystal clear and warm, there are millions of colorful fish, and all types of bright color. It's so great you really don't have time to mind that it's relatively crowded.

[To be continued next month, when we

break international law and enjoy our vacation to the Bitter End.]

— latitude 38

No Regrets On Yacht Management

We have owned a Moorings/Beneteau 432 in the Sea of Cortez (Puerto Escondido) charter fleet since October of 1987. The program has been great, although the bottom line test will be when the boat comes out of charter and we sell *Brisa del Mar*. If we can recoup the down payment plus the balance owed on the financing, the program will have proven financially sound as well as thoroughly enjoyable. Based on what comparable boats have been selling for coming out of charter operations, we believe this will be achievable.

The Moorings has done an excellent job of maintaining the boat, and their monthly payments to us have always been on time.

While such charter management programs obviously vary in attractiveness based on individual circumstances, The Moorings program made a lot of sense to us. As owners of a small business — Seabreeze Nautical Books and Charts in San Diego — which we run with only part-time help, we cannot get away for more than a week or 10 days at one time. As such, owning a private boat in foreign waters wouldn't have made much sense.

But The Moorings program offers reciprocal use of 'owner time' on sisterships at all their bases, which has allowed us to sail in Tahiti, Tonga, the British Virgin Islands, the Windwards, and the Leewards. In each case we weren't charged for the use of the boat, just the transportation to the charter location, plus food, drink and incidentals such as fuel, ice, and any local taxes.

In addition to reciprocal time on other boats, we have sailed *Brisa del Mar* once or twice a year ourselves and given other weeks away to local charity auctions. Thus far, The Moorings program has proved to be outstanding. We have no regrets, only fantastic memories! We would be pleased to discuss this further with any interested *Latitude* readers.

— john and suzanne pew san diego (619) 223-8989

Charter Notes:

It's been a relatively quiet summer on the America's Cup front, but that's soon to

change with the challengers sail-off — the Louis Vuitton Cup — beginning on January 25. San Diego can be a tough town in which to get a decent hotel room, but during the America's Cup action — which will last until mid-May — it's going to be especially difficult. If you're looking to be a part of the America's Cup — and this is a genuinely unusual and interesting opportunity — we suggest you make reservations now.

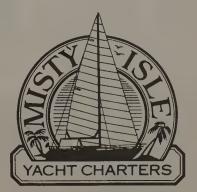
You can work with your regular travel agent, but the folks with all the up-to-theminute information and special deals are America's Cup Services, which is the non-profit marketing agency of the America's Cup Organizing Committee. They've got "accommodation and race view packages" starting from \$221 and a full brochure outlining their more extensive packages. We suggest you pick your dates and give them a ring at 1-800-92-CUP-92, because it's going to be a seli-out. By the way ladies, such a package wouldn't be the worst Christmas present, as there's some nice apres-race shopping and dining in nearby La Jolia.

Hai Neison, owner of Neison's Boatyard and longtime campaigner with his much-upgraded MacGregor 65 Zeus, reports that he's obtained Coast Guard approval for individual and group charters of up to 25 people during the America's Cup action. A much-travelled ocean racer, Zeus retired from chasing silver a few years ago and has been in active charter service on the Bay for some time. Zeus will be available in San Diego starting January 1. Give Hal a ring at (510) 536-5548.

As mentioned in a previous issue, we'il soon be running a detailed article on the advantages of placing a boat in a **local charter management** program. There can be significant financial advantages associated with such a purchase, particularly if it's made prior to the end of the calendar year. As such, if you're considering such a purchase, you may want to make that decision before the clock strikes midnight on the 31st.

Some of the Northern California companies offering local management programs include Club Nautique in Alameda and Sausalito, Olympic Circle Sailing Club in Berkeley, Tradewinds Sailing Center in Richmond, Ocean Adventures in Sausalito, Cass' Marina in Sausalito, Horizon Charters in Alameda, and Pacific Yachting Unlimited in Santa Cruz.

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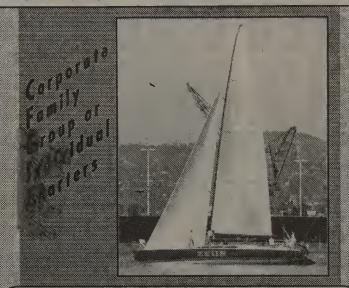
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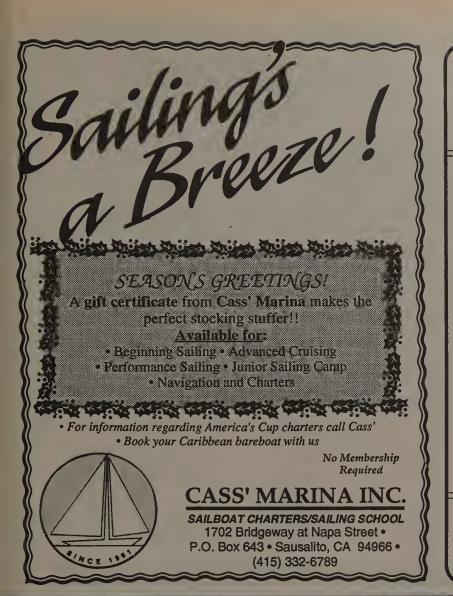
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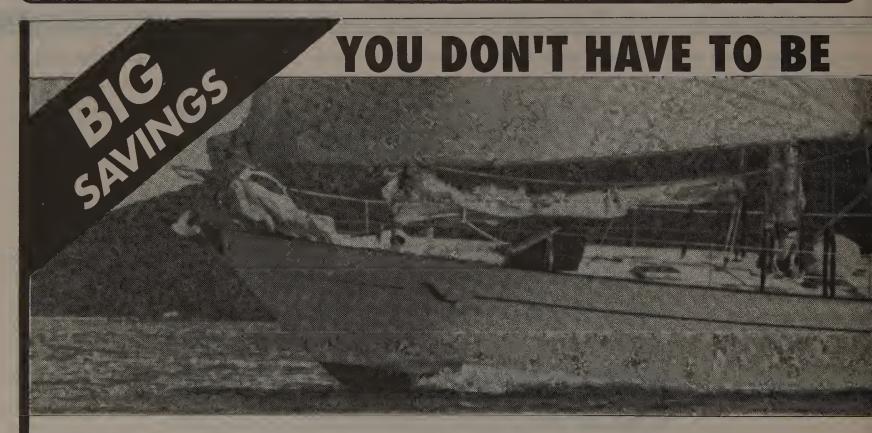
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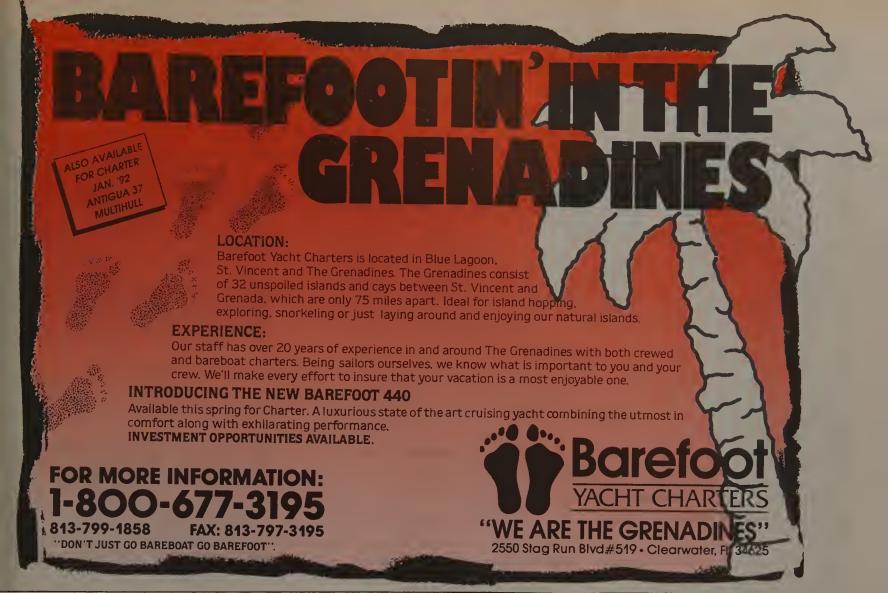
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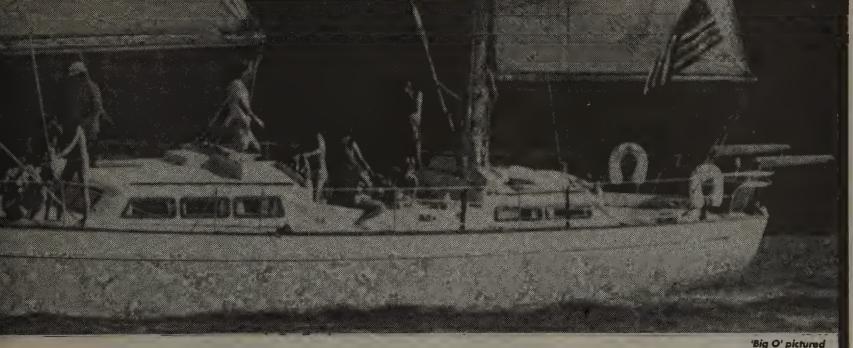




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THE RACING SHEET

Whew! The hectic summer racing schedule is behind us, and we finally have a chance to catch our breath around here. Still, there's plenty of midwinter racing to report, as well as the season results for our local J/35 fleet and the International 50-Footers. We also have belated results of the Great Pumpkin Regatta and the Red Rock Regatta, up-to-the moment West Marine Pacific Cup entries, results of the recent Long Beach to Cabo Race and the usual batch of race notes.

J/35 Season Results

"We got the jump on the fleet early," explained Current Affair helmsman Howie Marion. "We stacked up a lot of points in the beginning of the season, and went on to run away with it."

Helping Current Affair owner Allen Bray, a private investor who lives in Tahoe, and driver Marion, an East Bay sailmaker, win the best 13 out of 18 summer-long series was an illustrious group: Ian Beswick (main/tactics), Mark Chandler (trim/tactics), Glen Hansen (trim), Hugh Loveless (pit), Jeff Nestell (mast/humor), Eric Steinberg (backstays/electronics) and Tracy Usher (bow). Of course, lots of other people filled in during the course of the long season, including



Howie Marion (left) and Allen Bray blitzed the J/35 fleet this summer.

Howie's new bride as of October 6, the former Sara Makielski.

Current Affair was one of the busiest boats on the Bay this year. In addition to the events which comprised the 1991 J/35 class championship (StFYC Spring Keel, Lightship, Vallejo, Half Moon Bay, Volvo, EYC Second Half Opener, NOOD), the boat also scored bullets in the GGYC midwinters, CYC midwinters and Catalina Race. The Affair 'slipped' to second in the Big Daddy and Stone Cup. In addition to all the racing, Bray generously allowed the Encinal YC junior program to use the boat for a week of training.

"Our success was the result of excellent boat speed and good crew work," explained Marion. "We could afford to be conservative tactically because we expected to gain on the next leg with boat speed or at the next mark with boat handling. We put pressure on other boats with spinnaker peels, floater drops, jibe sets, you name it — stuff that the competition was unable or unwilling to try."

Thanks mainly to the efforts of promoter Don Trask, the J/35 fleet enjoyed good competition in its first year as a 'fugitive' from the local Yacht Racing Association. (J/35s and Etchells are the only Bay Area fleets powerful enough to operate outside of YRA with any success.) And with the Current Affair program "up in the air" (rumor has it the boat's for sale), the class is wide open again. Results of the season follow:

1) Current Affair, Bray/Marion, 21.25 points; 2) Rediine, Fawns/Trask, 45.25; 3) Pacific Express, Hal Shenson, 47; 4) Esprit, Kuhn/Russell, 49.25; 5) Slithergadee, John Neisley, 55; 6) Ukiyo, John Williams, 66.75; 7) Equanimity, Randy Paul, 71; 8) Jarien, Bob Bloom, 75; 9) Kiri, Bob George, 91; 10) Fever, Barry Danieli, 96; 11) Skye, Dave Corbin, 123; 12) Cosmic Muffin, Tom Carlson, 144.

50-Footer Wrap-Up

After five regattas (Key West, Miami, Travemunde, Lymington and Miura), the 1991 International 50-Foot Yacht Association season is over. Abracadabra, a Reichel/Pugh 50 skippered by Paul Cayard, took a third at the finale in Miura, Japan, in early November — good enough to take overall honors by four points over Juno V. Amazingly, Abracadabra has won seven of the ten 50-footer regattas she's entered, as well as two World Championships under two







different owners.

Abracadabra's accomplishment is even more amazing considering the calibre of competition: this is without a doubt the highest level of big boat sailboat racing in the world today. Çayard, in fact, sees the circuit as an instrumental part of his training scheme for his Il Moro di Venezia America's Cup crew. John Kolius, Paul's sparring partner — and winner of the 1990 World











Scenes from the San Francisco YC Fall Series (clockwise from above): 'Summertime Dream' turns the corner; pile-up at the leeward mark; the 11-Meter 'Sight Unseen', good times on 'Perezoso'; the J/35 'Esprit' head-on. All photos Latitude/jmp & rkm.

Cup in Abracadabra — helmed Mandrake to first place in the Japan regatta.

Notwithstanding the Italian success at the Japan regatta, the big news was that the class has agreed to forsake IOR and phase into one design in 1995. A team of designers (Bruce Nelson, Jim Pugh, Bruce Farr and

Rolf Vrolijk) will begin designing the class' new 50-footer immediately. The intention of the one design format is to contain the spiralling costs of campaigning 50-footers, which have notoriously short life spans and next to no resale value. Other more immediate cost-cutting measures that were

agreed upon include further reducing the limits on sails allowed, reducing the crew weight limit by 400 pounds, creating a standard (read: more affordable) spar and limiting re-ratings to only one per year.

Has the recession finally hit the big boys, or what?

MIURA REGATTA — 1) Mandrake, Farr, Giorgio Carriero/John Kolius, Italy, 9.75 points; 2)

THE RACING

Champosa VII, R/P, Mark Morita/John Kostecki, USA, 13.75; 3) Abracadabra, R/P, Paul Cayard, Italy, 13.75; 4) Container, J/V, Udo Schutz/Jens Christensen, Germany, 15.75; 5) Juno V, Farr, Micheal Peacock/Mike McIntyre, England, 16; 6) Carat VII, Farr, Wictor Forss/Dan Loven, Sweden, 29; 7) Insatiable, N/M, Krehbiel/Lee/Tank/Bruce Nelson, USA, 31; 8) Fujimo, R/P, Jerry Schostak/John Bertrand, USA, 31; 9) Windquest, Farr, John Thomson/Moose McLintock, USA, 35; 10) Pro-Motion VII, Frers, Bert Dolk/Bowe Bekking, Holland, 38; 11) Diane, N/M, Robert Schwartz/same, USA, 43; 12) Capricorno, Briand, Rinaldo Del Bono/Ken Read, Italy, 48; 13) Will, Farr, Ryouji Oda/Geoff Stagg, Japan, 53.

OVERALL — 1) Abracadabra, 13.25 points; 2) Juno V, 17.75; 3) Mandrake, 18.75; 4) Champosa, 23; 5) Insatiable, 30; 5) Container, 31; 6) Fujimo, 35; 7) Pro-Motion VII, 42; 8) Carat VII, 50; 9) Windquest, 51; 10) Will, 59; 11) Heaven Can Wait, 59; 12) Springbok, 61; 13) Diane, 65; 14) Capricorno, 66; 15) Tuborg, 68; 16) Cyclone, 82.

Great Pumpkin & Red Rock

Two of the traditionally more entertaining sailing events of the year, Richmond YC's Great Pumpkin Regatta and Tiburon YC's Red Rock Regatta, occurred on October 26-27. We were slaving away in the basement on last month's deadline and missed them both, even the costume parties that night. We were feeling pretty sorry for ourselves until we heard that Saturday's races were absolutely nasty, featuring gusts up to 40 and several dismastings (the J/35 Fever and Express 27 Student Driver got carved up in the Pumpkin Regatta). Naturally, that cheered us up a little.

Anyway, we won't bore you with all the details. For the record, overall winners of both regattas follow:

GREAT PUMPKIN 'REAL' RACES (11/26):

CAL 2-27 — Con Carino, Gary Albright (6 boats) ETCHELLS — Celebration, Ken Munro (8 boat) EXP. 27 — G-scheck, Collins/Easom (16 boats) EXP. 37 — Re-Quest, G. Isaacson (11 boats) HAWKFARM — Nighthawk, John Siegel (4 boats) J/24 — Casual Contact, Don Oliver (17 boats) J/35 — Equanamity, Randy Paul (6 boats) MOORE 24 — Mercedes, Joel Verutti (10 boats) OL. 25 — Vivace, Bill Riess (11 boats) OL. 30 — Soul Sauce, McCloud/Ahrens (3 boats) SANTANA 22 — Soliton, Mark Lowry (11) WABBIT — Hare Ball, Jim Malloy (9 boats)

GREAT PUMPKIN PURSUIT RACE (11/27):

1) Mercedes, Hawkfarm, Pat Vincent; 2) Wind Blown Hare, Wabbit, Steve Bates; 3) Contingent, Wabbit, Bob Cunico.

RED ROCK REGATTA (10/26):

DIV. I (spinnaker) — 1) Alert, Wylie 38, Mike Lingsch; 2) Breakaway, J/30, Dale Meade; 3)

		1992 West	1992 West Marine		
LOA Type DOUBLEHANDED	<u>Name</u>	Owner	<u>Homeport</u>		
24 Moore 25 B25 27 Morgan 27 J-27 35 Ericson 37 Crealock 40 Cal 44 Peterson 79 Santa Cruz	Team Bonzi Ono Stress Mgmt. Lunasea Ranacea Oregon Native Iliusion Tropic Bird Mongoose	Frank Ansak/Jim Quanci Leif Beiley Ken Robbins Dave Linder & Greg Fry Bruce Thompson-Bowers Frank Delfer Stan Honey/Sally Lindsay J. Randolph Paulling Paul Simonsen	San Francisco, CA Garden Grove, CA Paulsbo, WA Seattle, WA San Diego, CA Loomis, CA Palo Alto, GA Pt. Richmond, GA Diablo, CA		
FULLY CREWED (PCR) 29 Cal 2-29 30 Cal 2-30 30 Olson 32 Vallant 33 Newport 35 Trisbal 36 Freedom 36 Peterson 36 Fair 36 Freedom 37 Hunter 37 Express 38 Nauticat	Celerity Hooligan Assoluto Shadowiax Wander Ty Ta Mana Praise Audacious Petard intrepio- La Boheme Metange Mandela	Raiph & Shirley Schmitt Tom Saul Dan Swann Robert Maddison Richard Tyhurst H. Bernard Quante Ken Joy Carl Eshelman Keith Buck George McKay Bijl Pendola Stephen & Susan Chamberlain Dr. & Mrs. Robert Richard	Thousand Oaks, CA Seattle, WA Glen Ellen, CA Senoma, CA Laguna Hills, CA San Rafael, CA Los Allos, CA Fairfax, CA Alarno, CA Berkeley, CA Grass Valley, CA Oakland, CA Walnut Greek, CA		

Limelight, J/30, Harry Blake. (8 boats)

DIV. II — (non-spinnaker) — 1) Hooligan, Westsail 11.8, Lon Woodrum; 2) Shenanigan, Islander 36, Mike Fitz-Gerald; 3) Tappo Piccolo, Cal 20, Val Clayton; 4) Gypsy Warrior, Freya 39, Rick Gio; 5) Ruckus, Newport 30 Mk. II, Paul Von Wiedenfield. (24 boats)

Race Notes

So you wanna be an ocean racer? If your goal is to sail in the **West Marine Pacific Cup** next summer, you'd better get on the stick. As you can see from the above, the event is almost 'sold out' already: 45 of the 50 available slots are gone at this writing. "Actually, we'll probably take 53 boats," explained race spokeswoman Mary Lovely. "Three of the entrants are from Hawaii and already have berths."

Meanwhile, the Singlehanded Trans-Pac reports only three paid-up entries, though 12 more solo sailors have indicated that they are going. "These guys don't pay up front," explained SSS's Bob Cranmer-Brown. No word yet on how this summer's Vic-Maui Race is shaping up.

Boardsailors of the Year: sit-down sailors have the Rolex Yachtsman/Yachtswoman of the Year Awards; as of this October, standup sailors have a similar accolade, the **Tudor Boardsailor of the Year Awards**. Recipients of the inaugural honors were Lanee Butler of Dana Pt. (best female), Robby Naish of Hawaii (best male) and Peter Oliver of Massachusetts (most valued contributor). The annual awards are sponsored by Tudor Watches — which, we were not surprised to learn, is a division of Rolex.

Putting on the brakes: We're sad to report that the **Volvo Regatta** is no more, at least as we knew it. After sponsoring the Memorial

Day Weekend regatta for four years, Volvo has "reluctantly" withdrawn from further participation, citing sputtering car sales. They've also dropped the Newport (R.I.) Volvo Regatta, as well as cut way back on sponsoring other sporting events (e.g., tennis), as well. The good news, however, is that Saint Francis YC and SFBSA will pick up the slack and still host the regatta that weekend. They're currently shopping around for sponsors (and a new name), as well as considering the possibility of making this into a regatta for charity.

In neutral: Meanwhile, the Audi/Sailing World NOOD Regatta is "alive and well" according to our recent phone call with SW's

Golden Gate YC Midwinters

The first race of the Manuel Fagundes Invitational Midwinter Regatta occurred on Saturday, November 2, and it was a beauty. The race committee wisely waited until a pleasant 10-15 knot westerly filled in before sending 97 boats in six divisions off on various Cityfront courses.

It's a little early to make predictions, but that's never stopped us before: We're going with Toots, Curtis King's homemade yellow Thunderbird, to win the Seaweed Soup Bowl, emblematic of the best performance in fleet. If Toots chokes now that we've put the pressure on them, Bruce Munro's Wanderlust will take it all.

IMS — 1) Kotuku; Farr 12/20, David Thompson; 2) National Biscuit, Schumacher 35, Colin Case; 3) High Risk, Smith 40, Jim Mizell; 4) Petard, Farr 40, Keith Buck; 5) Leading Lady, Peterson 40, Bob

Pacific Cup Entries*

LOA Type 38 Farr Farr 38 Morgan 38-2 Westsall Freya C&C Santa Cruz Baba C&C Hans Christian 42 Concept 2050 Beneteau 43 Lapworth Checy Lee 44 Luffe 45 Freedom Beneteau 45f5 Hylas Santa Cruz 50 Santa Cruz

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George Middleton. Whether or not Audi comes back as the regatta's benefactor is up in the air — sputtering car sales, remember? — but Middleton assured us that the regatta will come off as before no matter who sponsors it. Audi has recently withdrawn as the title sponsor of various Yachting Race Weeks, and our gut feel tells us they may be forced to follow suit with the four NOOD events. Stay tuned.

Inflation fighting: three Alameda clubs (Aeolian, Alameda and Oakland) joined forces this summer to host the so-called **Tri-Club Series** in the waters off the Alameda Naval Air Station. The low-key series consisted of six races and attracted a total of

35 boats (28 in non-spinnaker, 7 in spinnaker). Results were tallied for each club, as well as for the entire group. Overall winners, in order, were Irish Lady (Catalina 30, Denis Mahoney, OYC), Windward (Santana, Ted Todd, AlaYC) and Aquila (Newport 41S, Dick Whiteside, AlaYC). Apparently, everyone was quite pleased with the arrangement: each club's committee work was reduced by two thirds and the competition was keener than it would have been had they run separate series. Other clubs, take note!

Four down, six to go: America3's outspoken leader Bill Koch predicted during the IACC Worlds last May that 10

exotic carbon rigs would fall before the Cup was decided (he also called the designers of the new A-Cup rule 'idiots', among other choice observations). The fourth and latest rig fatality was Koch's own Jayhawk, which inexplicably dismasted in 10 knots of breeze in mid-November. Previously, the Italians, Kiwis and Japanese have dismasted, with the Japanese scoring maximum 'style points' for doing so during the ESPN-televised Worlds. Former Alameda sparmaker Dave Hulse, who now makes masts for a division of Sparcraft in Newport Beach, must be laughing all the way to the bank: he's now made or has orders for 10 of the mega-buck rigs.

Sins of omission: Gordon Cox, 1991 HDA-H champ with the Centurion 42 **Contessa II**, dropped us a note explaining that he (or we?) forgot to include two of his trusty crewmembers in last month's winner blurb. They were tactician Len Tiemann and long-time crewmember Bill Guynard. Congratulations again to all of you.

Open invitation: San Rafael YC's Winter Series kicked off on November 16. Paul Tanner's Catalina 30 Moonchild bested the small 8-boat fleet, followed by Paul Hendricks' Catalina 30 Irish Misty. "We've been doing this series for years," explained SRYC's Dick Lockman. "It's primarily for club members, but anyone who wants to join us is welcome." The next race will be on December 28 (see Calendar for their full schedule).

Season finale: Seven of ten invited boats participated in Santa Cruz YC's annual **Champion of Champions Race** on Saturday, November 16. In light conditions, the course was shortened to a mere 6.76 miles. Doug Kirk's Olson 30 Stray Cat, with Jack

MIDWINTER RACE RESULTS

Klein, (10 boats)

PHRF1 (0-89) — 1) Wolf Pack, Donovan 30, Rod Park; 2) Esprit, J/35, Kuhn/Russell; 3) Slithergadee, J/35, John Niesley; 4) Redline, J/35, Don Trask; 5) Re-Quest, Express 37, Glenn Isaacson. (14 boats)

PHRF II (90-134) — 1) Gemini, Baltic 38, Dave Fain; 2) Wild Flower, Santana 35, Art Mowry; 3) Svendle, Carrera 38, Svend Svendsen; 4) Take Five, Santana 35, Doster/Sinz; 5) Yucca, 8-Meter, Hank Eason. (21 boats)

PHRF III (135-173) — 1) Wanderlust, Ericson 35, Bruce Munro; 2) Hot Flash, J/30, George Kokalis; 3) Whitecap, IOD, Tom Allen; 4) Team Bozo, Moore 24, Noel Wilson; 5) Xarifa, IOD, Paul Manning. (14 boats)

PHRF IV (174-220) — 1) Toots, Thunderbird, Curtis King; 2) #133, Knarr, John Jenkins; 3) Booga-Loo, Cal 29, Nancy Rogers; 4) Tri Caps, Ranger 26; Dick Leask; 5) Zephyr, Cal 2-27, Bruce Nesbit. (10 boats)

PHRF V (220 and above) - 1) Highway,

Folkboat, David Boyd; 2) Freja, Folkboat, Ed Welch; 3) Caliban, Cal 20, David Green; 4) Ancient Wings, Santana 22, Katzoff/Shapiro; 5) Shazam!, Santana 22, Bud Sandkulla. (11 boats)

BYC/MYCO Midwinters

The first of four weekends in the combined Berkeley YC and Metropolitan YC midwinters was, according to BYC's Bobbi Tosse, "business as usual." Held on November 9-10 on the Berkeley Circle, each day featured postponements and an 8.8-mile course in flat water and light air. Attendance was down from last year, and may be even lower on December 7, when the series conflicts for the first time with the Golden Gate Midwinters.

"Golden Gate stepped on us," contends Tosse. "They originally picked November 30 for their second race, but switched over after the schedules came out." SATURDAY, 11/9;

DIV. A (O-138) — 1) Absolute 88, Wylie 37, Keith MacBeth; 2) Wolfpack, Donovan 30, Rod Park; 3) Miss Conduct, Olson 29, Tom Mason. (13 boats)

DIV. B (141-195) - 1) Twilight Zone, Merit 25, Paul Kamen; 2) Cannonball, Hawkfarm, Mike Bilafer; 3) High Frequency, Wavelength 24, C. Bell/R. Merle: 114 boats)

DIV. C (198-204) — 1) Checkout, Cal 2-27, Misha Orloff; 2) Freyja, Catalina 27, Larry & Doug Nelson; 3) Catalyst, Catalina 27, Ed Durbin. (8 boats)

DIV. D (207-up)—1) Knuckles, Santana 22, Lou & Paul Bouc; 2) Blue Meanle, Santana 20, Sherron Hart; 3) Thumper, Wilderness 21, Erich Bauer. (7 hoats)

OLSON 30 — 1) Vorticity, Jeff Gething; 2) Saint Anne, Dick Heckman; 3) White Knuckles, Dan Benjamin. (10 boats)

1/29 --- 1) Blazer, Mike Lambert; 2) Advantage

THE RACING

Halterman handling the sacred wood, corrected out only 4 seconds over Hanalei Express (SC 27, Rob Schuyler/Roger Sturgeon). The rest of the fleet sorted out thusly: 3) Imajination (J/24, Ed Healy); 4) Mooregasm (Moore 24, Dave Josselyn); 5) Daisy (SC 40, John Buchanan); 6) Speedster (Moore 24, Jim Samuels); 7) Runnin' Sweet (J/24, Darrel Louis).

Bear market: Golden Bear (ex-Bravura), Irv Loube's 1980 Frers 46, has a pair of new owners: Kyle Rettig, a 31-year-old general contractor from Tiburon, and Adam McAfee, a 27-year-old clothing merchant from Mill Valley (his new company, Headsail, makes clothes out of old mylar and kevlar sails!). The duo recently purchased the blue beauty from Cal Berkeley, and are already racing in the GGYC midwinters and the SFYC Fall Series. Future plans for the boat, which now lives at San Francisco YC, include the Pacific Cup (remember, this boat won the TransPac overall in '83) and then possibly the Kenwood Cup. Incidentally, Loube's latest Bravura, a gorgeous Farr 44, is currently 'on the hard' at Richmond's Sanford Wood Boat Yard. If the boat isn't sold, Irv intends to enter next August's Two Ton Worlds and Kenwood Cup in Hawaii.

Talent show: 34 boats participated in this summer's 29-race (7 throwouts) Etchells Fleet 12 Championship Series. As noted last month, Craig Healy was the big winner with 58.5 points. The rest of the top half of this tough fleet stacked up as follows: 2) Jeff Madrigali, 71.5; 3) Chris Perkins, 85.25; 4) Russ Silvestri/Bill Barton, 90.5; 5) Don Jesberg, 92.75; 6) Hank Easom, 101.75; 7) John Rivizza, 111.5; 8) Mike LaHorque, 145;



9) Vito Bialla, 172; 10) Kers Clausen, 184; 11) Ken Munro, 194; 12) John Sutak, 270; 13) Nick Harlambides, 284; 14) Patrick Adams, 285; 15) Bob Park, 295; 16) Scott Easom, 311; 17) John Dreyfous, 324.

USYRU (0000ps, make that USSA) notes:

The Lloyd Phoenix Trophy, emblematic of the U.S. Offshore Sailing Championship, was sailed at the Naval Academy in Annapolis on November 1-3. Only 5 of 10 national regions were represented, plus a Navy team. No one from the West Coast attended the regatta,

MIDWINTER RACE RESULTS

II, Pat Benedict; 3) Black Lace, Sodhani/Dincel. (7 boats)

SC 27 — 1) Concubine, Brad Whitaker; 2) Dynaflow, Matt Dini. (4 boats)

MOORE 24 — 1) Mercedes, Joel Verutti, (3-boats)

J/24 — 1) Pobody's Nerfect, Chris Moeller; 2) J-Walker, Nazzal/Perkins; 3) How Rude, Hodges/Walecka; 4) Wonder Woman, Tom Kennelly; 5) Grinder, Jeff Littlin. (23 boats)

NEWPORT 30 — 1) Mariner, Bruce Darby; 2) Topgallant, Frank Hinman; 3) Achates, Bill Schultz. (9 boats)

CAL 20 — 1) Upper Bound, Peter Fowler, 2) Farmers, R. Von Ehrenkrook. (5 boats)

SUNDAY, 11/10:

DIV. I (0-141) — 1) Special Edition, Wilderness 30, Eric Sultan; 2) Wavetrain, Olson 911S, Rick Caskey; 3) Mystery Eagle, SC 27, Roger Sturgeon. (15 boats)

DIV. II (144-168) — 1) Chesapeake, Merit 25, Jim Fair; 2) Phnatom, J/24, John Gulliford; 3) Prima Donna, Islander 36, Eric Warner. (9 boats)

DIV: III (171-198) — 1) Antares, Islander 30 Mk. II, Larry Telford; 2) Con Carino, Cal 2-27, Gary Albright; 3) Huffin, Cal 2-27, Jerry Olson. (9 boats)

DIV. IV (201-up) — 1) Naressia, Coronado 25, Bobbl Tosse; 2) Madman X H20, Santana 20, Steven katzman. (5 boats)

OLSON 30 — 1) Zephyros, Dave Oliver; 2) Bottom Line, Eric Gray. (5 boats)

EXPRESS 27 — 1) Moonlight, Schumacher/ Franklin; 2) Light n' Up, Gary Clifford. (5 boats)

WYLIE WABBIT — 1) WPOD, B. & M. Erkelens; 2) Hare Ball, Jim Malfoy; 3) Kwazy, Colin Moore. (8 boats)

OLSON 25 — 1) Vivace, Bill Riess; 2) Dreamer, Mario Wijtman; 3) Barking Dog, Jeffrey Kroeber. (7 boats)

THUNDERBIRD — 1) Ouzel, Michael Sheats; 2) Toots, Curtis King. (5 boats)

INTERNATIONAL FOLKBOAT — 1) Skol, Michael Conner; 2) Xanadu, Tom Federico. (4 beats)

Encinal YC Jack Frost Series

Encinal YC made a minor bit of history on November 16 when their Jack Frost Series attracted 113 entries in 11 divisions, including, for the first time, a multihull fleet. Not only was it the biggest fleet ever in the five year history of the popular five-race midwinter series, it also surpassed the GGYC and BYC/MYCO series as the biggest one-day midwinter series on the Bay.

The 8.4-mile race itself was mostly a light air affair, featuring a midway 'break time' when the wind shut off. This 'siesta' graciously provided racers the opportunity for lunch without fear of capsizing their favorite liquid refreshment. "We planned it that way," claimed EYC rear commodore



which was won by Hingham YC (Massachusetts)... This year's St. Petersburg YC Trophy for excellence in race management went to Little Egg Harbor YC of Beach Haven, NJ, for hosting the 1990 E-Scow Nationals. Among the six finalists for this

prestigious award were **San Francisco YC** (Etchells Worlds) and **Fresno YC** (High Sierra Regatta). Hard to believe, but the St. Francis YC has never won this award...

USSA, cont'd: Bill Barton, an Etchells sailor from Ross, received a US Sailing One-Design Leadership Award for success in organizing and building the local Etchells fleet... Tom Allen, our PICYA Man of the Year (see Sightings), was re-elected as one of six USSA vice presidents, and Linda Corrado of Tiburon was elected to represent Area G, replacing the outgoing Paul Altman... Three USSA sailing championships will be held on the Bay next summer: the Mallory Cup (SFYC, Etchells, Aug. 26-30), the Hinman (Encinal YC, boats TBA, early Sept.) and the International Masters (StFYC, J/24, Oct. 23-25):

It was 20 years ago today: Sgt. Pepper taught the band to play and Rowayton, Conn., yacht designer Bruce Kirby 'doodled' the lines (supposedly while on the phone) for the now legendary Laser. Some 140,000 of these little 14-footers have now been sold, and who hasn't enjoyed zipping around on one at some point in their sailing career? To mark the momentous occasion, the inaugural Bitter End YC Grand Masters Laser Championship was being held down in the British Virgin Islands as we went to press. Kirby himself was among the competitors, all age 55 or older.

Bacon bits: The first ever **San Francisco Freedom Cup** occurred on the "yucky" day of October 26. Inclement weather limited the field to 8 intrepid entries, all Gary Mull designed Freedom Yachts. First back to host

Encinal YC was Larry Bacon of Sausalito, steering his Freedom 36 Sharona to a narrow victory over the main man, Gary Mull, in an unnamed Freedom 38. We're told that Bacon also scored a big hit later that evening at Encinal's Halloween custom ball, cleverly disguising himself as a pig in a tux.

How sweet it is: StFYC junior Forrest Fennell, Josh Hardesty and Mike LeRoy are currently in Auckland, New Zealand racing in the NutraSweet International Youth Match Racing Series. Their coach, Patrick Andreasen, is down there with them; late word from Patrick is that the trio will end up third or fourth out of 10 teams. Then, it's off to Australia for youth team racing in Lasers sponsored by the Royal Alfred YC. Right after that, Fennell will join a group of StFYC/RYC juniors (Paul Allen, Brian Mullin, John Walsh, Will Benedict, Krysia Pohl and Simon Bell) at the Bruce Cup, a 'ranking' event for junior Laser and Laser II sailors, in Texas. And you thought you were busy!

Meanwhile, in the big leagues: In mid-November, Aussie Peter Gilmour defeated John Kostecki 2-1 in the finals of the Nippon Cup in Yokohama, Japan. Gilmour, who bagged \$30,000 for his efforts, is now just 160 points behind perennial leader Chris Dickson, who finished fourth in the Nippon Cup. Dickson, who won the Mazda World Championship of Match Racing held in Bermuda at the end of October, has been on the top of the world match racing rankings since the list began four years ago.

Star wars: St. Francis YC held its annual Calvin Paige Regatta for Star boats on

MIDWINTER RACE RESULTS

Rich Pipkin. Then the wind returned with a vengeance, building to 18 knots from the southwest in less than 10 minutes, making for exciting finishes and a fast ride home.

MULTIHULL — 1) Dragon Fly, Dragonfly, Don Trask; 2) Wingit, F/27, Ray Wells. (5 boats)

PHRF A — 1) First Class, Express 37, Bill Stauch;
2) Bloom County, Mancebo 31, Mark & Carl Ondry; 3) Danville Express, Express 37, Andy Hall. (17 hoats)

PHRF 8 — 1) War Hawk, Hawkfarm, Bill Patience; 2) Redux, Olson 911S, Nick Barnhill; 3) Screamer, Capo 30 mod., Dick Horn. (17 boats)

PHRF C — 1) Blue Max, Dehler 34, Jim Freeland; 2) Mega, Mega 30, Bob Hickey; 3) Esprit Victorieux, Joe Melino. (7 boats)

PHRF D — 1) Kamala II, Ranger 29, Bill Keith; 2) 20/20, Cal 29, Phil Gardner; 3) Lelo Too, Tartan 30, Emile Carles. (9 boats)

CATALINA 30 — 1) Fat Cat, Seth Bailey; 2)

Penny, Michael Clarke. (5 boats)

SANTANA 22 — 1) TGTITW, Brown/Collins; 2) Shazam!, Bud Sandkulla; 3) Esea Rider, Joe Schmidt. (9 boats)

PHRF E — 1) Andalusia, Cal 20, Richard Taylor; 2) Artesian, Islander Bahama 24, David M. Adams; 3) Mytoy, David Adams. (8 boats)

COLUMBIA CHALLENGER — 1) Suzy Q, Jim Van Blarigan. (3 boats)

CATALINA 34—1) Phaedrus, Bill McReynolds;
2) Starfire, Bob Flaherty; 3) Goolara, John Billmeyer. (7 boats)

PHRFF—1) Sea Saw, Wonner/Lawre, Cal 20; 2) Windsong, Cal 20, Jack Navarra; 3) Hawk, Alberg 30, Steve Collins. (11 boats)

Santa Cruz YC Midwinters

Twenty-six boats drifted around off Santa Cruz on the afternoon of November 16, the occasion being the first two races of the SCYC midwinters. Unfortunately, only one short race was sailed; the second was canceled due to conditions that were ideal for water skiling, but not much for racing sailboats. Hopefully, there'll be better wind when the fleet reconvenes on December 14.

CLASS A — 1) Paso Doble, Olson 29, Mark Golsh; 2) Third Reef, Custom 32, Andre Lacour; 3) Escape, Express 37, Steve Dilbeck. (8 boats)

CLASS B — 1) Kurzweile, SC 27, Bret Gripenstraw; 2) Gandalf, Santana 35, Carl Quitzau; 3 Adios, Moore 24, Walecka/Hodges. (13 boats)

CLASS C — 1) Cookie Monster, 1/24, Dave Jones; 2) Pau Hana, Cliff McNamara. (5 boats)

Sausalito YC Midwinters

Sausalito YC 'intimate' (okay, small) midwinter series got off to a flying start on the weekend of November 9-10. "The weather both days was perfect, the courses we picked were brilliant — of course — and

RACING SHEET

November 2-3. It was a mini-preview of next summer's Star Worlds, as ten boats showed up for the four-race series just west of the Berkeley Circle. In absolutely perfect conditions for Stars, local sailor Steve Gould (with crew Mike Ratiani) defeated a pair of legendary 'gray foxes' in the Star fleet, Bill Buchan of Seattle and Barton Beek of Newport Beach. The top half of the fleet follows: 1) Spirit of St. Francis, Steve Gould/Mike Ratiani, 20.4 points; 2) Frolic, Bill Buchan/Hugo Schreiner, 22.7; 3) Mistral, Barton Beek/Hal Haeneal, 25.7; 4) Al. Doug Smith/Marty Dalton, 28.7; 5) Goose, Russ Williams/Bill Stumd, 38.7. (10 boats)

Collegiate quickies: Stanford won their own Stanford Invitational on November 9-10. Teams from 10 colleges around the state attended... The main event of the month, the North South Intersectional, was hosted by Cal Poly the following weekend (Nov. 16-17) at Los Banos Reservoir. UC Irvine ran away with the regatta, which was sailed in FJs and Lasers in moderate winds. Stanford came in a distant second, good enough, according to coach Blake Middleton, to insure the nautical Cardinal a spot "at least in the top 15" when the national rankings come out in January. Berkeley, Blake fears, will not be ranked (they cut off after the top 20). Results of the NSI: 1) UC Irvine, 71 points; 2) Stanford, 135; 3) OCC, 207; 4) UC Berkeley, 211; 5) Long Beach, 222; 6) U. Hawaii, 223; 7) San Diego, 259; 8) UC San Diego, 282; 9) UC Santa Cruz, 285; 10) U. Washington, 290. (18 schools)

Wish we'd been there: mid-November's

1991 Long Beach to Cabo Race							
CL FL	Yacht	Type	Skipper	Yacht Club	Corr. Time		
OR-A 1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8	Olé Starship I Silver Bullét Pyewacket Evolution Cheetah Cheval Biondie	Santa Cruz 70 Nelson/Marek 68 Santa Cruz 70 Santa Cruz 70 Santa Cruz 70 Peterson 66 Nelson/Marek 68 Santa Cruz 70	Antonio Ellas Mike Holleran John DeLaura Roy Disney Brack Duker Baker/Pennington Hal Ward Peter Tong	Acapulco YC LBYC Waikiki YC CalYC CalYC LBYC CalYC LBYC LBYC	72:12:14 72:58:49 73:01:26 73:07:21 75:53:11 76:10:54 76:56:45 83:21:44		
IOR-B 1 9 2 10 3 11	White Knight Gator Cadenza	Farr 40 Peterson 38 Nelson/Marek 45	Phil Friedman Tom Wheatley Carl Eichenlaub	DRYC LBYC SDYC	94;57:05 102:06:10 103:10:02		
PHRF-A 1	Victoria Cheetah Bay Wolf Joss Shenanigan Lean Machine Atalanta Fastrack	Andrews 70 Peterson 66 Santa Cruz 50 MacGregor 65 MacGregor 65 Tripp 73 MacGregor 65	Mike Campbell Baker/Pennington Kirk Wilson Dick & Camille Daniels John Grindley Tom O'Keefe Richard Hedreen Mike Turi	LBYC CBYC CBYC LBYC CBYC CBYC CalYC BCYC	90.37/31 93:03/51 99:53:03 101:42:34 103:32:59 104:01:15 110:01:34 110:59:11		
PHRF-B 1 9 2 10 3 11 4 12 5 13 6 14	White Knight Mystical Creampuffs Pendragon Cadenza My Obsession II Falcon	Farr 40 Beneteau 45f5 Davidson 40 Netson/Marek 45 Unknown Tripp 40	Phil Friedman John Linneman Dave Gray Carl Eichenlaub Les George Don Smith	DRYC StFYC SSYC SDYC OYC OKCYO	116.59.12 120:22:06 123:57:30 124:56:46 133:44:48 DNF		
IMS-A 1 1 2 2 3 3	Blondie Joss Atalanta	Santa Cruz 70 MacGregor 65 Tripp 73	Péter Tong Dick & Camille Daniels Richard Hedreen	LBYC LBYC CalYC	66:26:28 69:43:09 76:59:32		
IMS-B 1 4 2 5	Gator Lianda	Peterson 38 Swan 57	Tom Wheatley Tony Gerbet	LBYC UnkYC	79:15:14 81:33:28		

Don Smith

ill-attended (22 boats) Long Beach to Cabo Race had just concluded as we went to press. We managed to get the finishes faxed up to us from Long Beach YC, but

Falcon

Tripp 40

struck out as far as finding any good war stories. We did hear that after a light air start, the wind picked up to 25-30 knots for a few days — rough enough that Falcon, the Tripp 40 that was just here for the Big Boat Series, broke her rudder and DNFed into Turtle Bay. A lot of sails were ruined, too. Blondie, for one, ripped her main in half during a heavy air jibe and limped to the Arches with a #4 jib jury-rigged in its place.

OKCYC

DNF

Antonio Elias' SC 70 Ole (ex-Citius), sailing with a star-studded cast led by Gary Weisman, was first to finish and first in IOR. Victoria, Mike Campbell's new 'unleaded' Andrews 70, proved fast out of the box. taking PHRF line and overall honors. Phil Friedman's Farr 40 White Knight, with Bau Area sailors Charlie "Montana" McKenzie. Tim Russell and Steve Lake aboard, was the stand-out little boat. Coming in second in PHRF-B to White Knight was a brand new Bay Area boat, John Linneman's Beneteau 45f5 Mystical Creampuffs (the whimsical name would take several paragraphs to explain - maybe next month). Kame Richards and Jim and Sue Corenman helped make Linneman's first race with the boat a good one. Details in the next issue, hopefully.

MIDWINTER RACE RESULTS

everyone went away smiling," said race chairman Penny Dudley.

Cumulative results after two of the scheduled six races in the series follow:

DIV. A (spinnaker) — 1) Preparation J, J/30, 2.75 points; 2) Anticipation, C&C 25, Mike Wommack, 3.75. (3 boats)

DIV. B-I (non-spinnaker < 156) — 1) Lone Ranger, Ranger 33, Fred & Kathle Hodgson/Mike Melin, 1.5 points; 2) Line Drive, Peterson 34, Dave Reed, 4, (6 boats)

DIV. B-II (non-spinnaker > 156) — 1) Amanda, Newport 30 Mk. II, Pat Broderick, 1.5 points; 2) Inshallah, Santana 22, Shirley Bates, 5, (6 boats)

San Francisco YC Fall Series

The weekend of November 16-17 was one of contrasts for the 35 boats participating in San Francisco YC's Fall Series. Saturday (when the pictures that appear on

pages 132-133 were taken) was a fine clear day; Sunday was ugly and overcast until late in the afternoon. Saturday's race was a short one in light air; Sunday, however, was blustery and the fleet got in a longer race.

Cumulative results after two races follow. The series concludes with two more races on December 14-15.

MULTIHULL — 1) Aotea, Antrim 40, Peter Hogg, 1.5 points. (3 boats)

DIV. 1 — 1) Esprit, 1/35, Kuhn/Russell, 3.75 points; 2) Bang, N/M 41, Max Gordon, 6.75; 3) Expeditious, Express 34, Bartz Schneider. (11 boats)

DIV. II — 1) Holey Terror, Etchells, Dave Yoffie, 3.75 points; 2) QE3, Tartan Ten, Bates/Melanson, 8; 9) Finest Hour, Tartan Ten, L. Thom, 9, (7 boats)

DIV. III—1) Amante, Rhodes 19, Kirk Smith, 1.5 points; 2) Brasil (ex-Summertime Dream), Schumacher 26, Roger Peter, 5; 3) (tie) Shanghai, Islander 28, Ken Jesmore and Kareste, Knarr, Doug Moore, 10. (14 boats)

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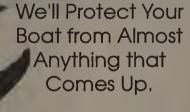
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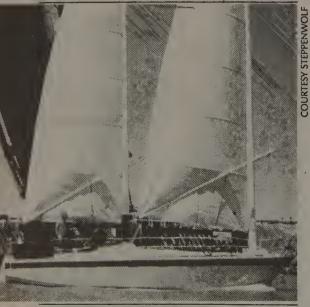
With reports this month on **Steppenwolf's** voyage to Hawaii; **Katie's** 'skurfing' and other fun in the South Pacific; **Joanna** in Stockholm; **FellowShip** in Tonga; Michael Starbuck's comments on **Colon**; fights over **Water Rights** in Hawaii; **Kite's** evaluation of the Europa '92; **Accomplice** on the Hawaiian Islands; and lots of **Cruise Notes**.

Steppenwolf — 35-ft Cat Ketch San Francisco to Hawaii Terry Tupper & Crew (Northern California)

It wasn't without incident, but after 21 days we made it from San Francisco to Maui. According to the books, that's about average for a 35-footer.

My crew — which I rounded up through Latitude 38 — included David Engle, Mark Gates and Suzanne Svensson. Unfortunately, they were only able to join me for the trip over, and have already flown back to California.

We did have fun, even though it was overcast for the first two weeks, and we had three shackles (including the mainsheet) break, and even though the forward mast of my steel cat-ketch came unstepped and starting banging around in the bow. We had a few more problems, too. The bail — it's half-inch stainless that's thru-bolted to hold the wishbone to the mast — snapped in two on the mizzen, and to top things off, our transfer fuel pump burned out as we limped into Maui. As it was, we made it in with a whole gallon of diesel to spare!



Tupper's steel cat ketch in the Delta prior to casting off for Hawaii.

I plan to stay here at the Ala Wai for a few months fixing the masts and refitting as necessary before heading on to Fiji and Australia. After that, who knows?

Latitude was an invaluable help in my getting parts, services and crew for the trip. All of us who made the passage thank you. I also want to put in a good word for Rann at West Marine in Sausalito; he'd shake his store and even turn it upside down trying to find the right 25-cent fitting for me.

- terry 11/11/91

Captain Musick — Young 43 Cara & Tony Dibnah Long Beach Headed For Mexico (Vallejo)

On the boat again . . .

Just can't wait to get on the boat again.

The life we love is sailing to where the oceans end.

We can't wait to get back on the boat again!

On the boat again . . .

Going places that we've never been.

Meeting people we may never meet again.

We can't wait to get on the boat again.

On the go again, Like a pair of gypsies we go wherever we say. We're the best of friends Insisting that the wind keeps blowing our way The currents flow our way.

On the boat again . . .

Soon we'll be off to Mexico once again.

Captain Musick is our very special friend.

We're so excited to be on the go again!

Fortunately, we came to our senses and decided not to sell Captain Musick. We realized that the cruising lifestyle — we'd previously sailed from California to the East Coast — still held us captive and we could not fully commit to moving back on land.

On Fourth of July we left Vallejo to head south, having sub-leased a berth in the Long Beach area. The last few months have been a flurry of activity, as we've been getting the boat ready to go cruising once more.

Currently we're at Emerald Bay, Catalina, doing our sea trials and some intense relaxing. We plan to be in Z-town for Christmas, then move northward to spend the summer in the Sea of Cortez.

— cara & tony 10/4/91

Cara & Tony — We've had a long



'relationship' with Captain Musick and are delighted to hear you folks decided to keep her and get back to cruising. We first saw the boat at the San Francisco YC, after she was sailed here by her original owner. Later we saw her tied up at Marina del Rey. A year or two passed, and then we saw her at the Bay of Islands, New Zealand. You'll remember the next time we saw her, when we came to visit you at Jost Van Dyke in the British Virgin Islands. We think Captain Musick — and you two — are made to cruise.

Katie — Alajuela/Skeete 38 Chris Bernt & Shaun Anderson California To Suva (San Rafael)

About a week after the Loma Prieta earthquake, I quit my job working for the great people at Neimeth Towing and set sail for Hawaii with Shaun, my girlfriend. Shaun had never been on the ocean, so my sailing buddies advised me to "break her in the way you're gonna use her". So it was, 'Okay baby, take a deep breath and hold on'. As many have observed, experience is not always as important as ability. Yep, Shaun

LATITUDES



'Katie', a modified Alajuela, gliding along wingon-wing in the South Pacific.

proved she could cook sideways.

We arrived in Honolulu with five dollars and a maxed out charge card. Right about then I began to wonder if our adventure had been a stupid, really stupid, idea. Had I quit my really good job shoving supertankers around just to starve in Honolulu's industrial-ish Keehi Lagoon? Fortunately, I was saved by a company called Bayside Dredging. I worked really hard for them for a year, and thanks to Doug, got a bonus before heading off to Palmyra and more cruising.

Privately-owned Palmyra was wonderful, being completely uninhabited except for 18 Christmas Island workers and Sharkey, their Scottish boss. The reputation of South Pacific Islanders for generosity is well-deserved, as they brought us fish almost every day. But how to reciprocate? We combined an old sailboard, a ski rope and an overpowered Zodiac to treat the dredge crew to a half water-ski, half surfing sport we dubbed 'skurfing'. The guys took to it like

crazy, jumping wakes at up to 20 knots. They hardly ever fell — especially when there were sharks around!

When we began to run low on gas, one of the workers ran into the jungle and returned with a full can. It seems they have about 300 gallons of gas on Palmyra, but nothing to use it in.

We didn't speak the same language as the workers, in fact, "skurf" was the only word we had in common. But that was enough.

After three weeks at Palmyra, we motored most of the way to Pago Pago. I say different strokes for different folks, but floating on a mixture of fish guts and bunker oil isn't my idea of paradise. Pago Pago is a great place to leave, although it took a little longer than it should have.

After a sloppy voyage, we found ourselves at Neiaf'u, Tonga. What a change! By just the light of the moon we could see 10 fathoms down to the bottom. We had a great time hanging around the Paradise Hotel and cruising Vava'u. Captain Cook, who ended up in a stewpot in Hawaii, called Tonga "the friendly islands". He was right.

Maybe it was the five gallons of kava that

we drank on the Tonga to Suva passage, but it was some of the best sailing we've enjoyed. The weather is great, but there are many reefs and strong currents. We unknowingly sailed past a shipwrecked Kiwi family 10 miles abeam of us. The skipper, one brave guy, sailed 25 miles in an El Toro before he was able to attract the attention of a boat following us.

We're now anchored at the Royal Suva YC, enjoying hot showers and cold beer. It's a very civilized place indeed; if you wear a hat to the bar, they ring the bell in jest, and you buy a drink for all the rest.

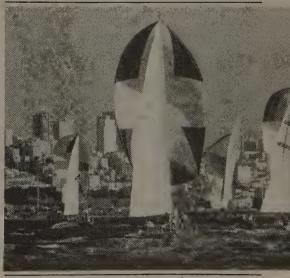
About a week from now and we're old to New Zealand. Our best wishes to all the folks back home.

--- chris & shaun 11/5/91

Chris — You and Shaun seem to have gotten along pretty well through some pretty difficult times — which only puzzles us as to why you referred to her the way you did in the first paragraph. We're not bucking to be the next Alan Alda or anything, but kinder words would have reflected better on both of you.

Joanna — 35-Foot Wood Sloop Cilla Harbor Entrances (Stockholm, Sweden)

[The following is a heavily edited letter from a Swedish woman who visited San



San Francisco is "BANG! Right there!"

Francisco's John Lohrmann and then returned to Stockholm.

I had quite a different sail this weekend

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from the one on San Francisco Bay, as it was sunny and there was no more than two knots of wind. There were three of us aboard, all longing for a beautiful sail on 'Stockholm Bay' — although Stockholm is actually surrounded by many bays.

The weather was sunny and all the trees were bright with their red and yellow fall colors. The entrance to Riddarfjaerden Bay is quite narrow, with two islands connected by the Vaesterfron Bridge — which being Stockholm's most beautiful, might be considered her 'Golden Gate'. Approaching from sea, the bridge 'frames' all of Stockholm's buildings and church towers.

I've noticed how different cities reveal themselves, welcoming the people who arrive on various vessels. San Francisco is BANG! right there — and shouts with joy and laughter. She has many details to see and enjoy. Helsinki, on the other hand, is hidden away until the last minute, when she reveals herself all at once. Estonia's smelly Tallinn pushes you away — in fact, you can't even see her as you have to anchor a mile away from the city center. Stockholm exposes herself a little at a time, as you must make several turns between many islands on your advance. The approach to Stockholm also tests your navigation skills, as there is much wild nature within just a few miles of her. Ah, but then suddenly she's there welcoming you, a real pearl of a city!

The water was like a mirror today, and my Joanna proudly — and a bit solemnly — glided beneath the bridge into the bay. We sailed around the main bay, passing the various harbor sites and projects being developed.

When dinnertime came around, we dropped the hook in the bay and had a nice BBQ dinner on deck — what a great American habit! Our anchoring in the bay was so unusual that some of the tourist boats were surprised — and one police boat came alongside to ask if anything was wrong! We fell asleep on deck, with the light of the moon overhead and the lights of Stockholm all around.

We made a second trip around the bay the next morning, watching the various ships come and go. Stockholm bay is smaller, less thrilling and less challenging than San Francisco Bay, but very beautiful.

— cilla 10/1/91

Readers — Cilla lives on her 35-foot wood boat in Stockholm from April to



December, keeping warm with the help of a water radiator system that runs beneath all the bunks.

She had recently visited Lohrmann in San Francisco, during which time they were able to "hitch a ride" on a Herreshoff 28 owned by "a gentleman named Hugh and his Swedish wife". The Herreshoff owners, who had previously sailed Swedish waters themselves, made Cilla and Lohrmann feel right at home on their boat. We salute Hugh and his wife for being such good hosts.

FellowShip — Yamaha 33 Sally Andrew & Foster Goodfellow Tonga (Fortman Marina)

Tonga is a port of call for many sailing rallies. In Vava'u, for example, we shared anchorages with many of the 70 boats that came north with the New Zealand Regatta and the 40 boats participating in the Europa '92 Around the World rally. Stu Yellin, a friend of ours with the Alameda-based Annie's Song, was asked by the skipper of a Europa boat if he'd sailed up as part of the New Zealand Regatta or he was chartering from The Moorings.

Either this photo of Fiji got flopped or the southern hemisphere gives everyone dyslexia.

"Neither," said Stu, causing the guy's eyebrows to raise.

"Aaah then," the fellow replied, "you must be one of the independents!"

The independents — those of us who are too undisciplined to follow a pre-ordained itinerary, be it a race or rally. I suppose we are joined by our laissez-faire attitude and our ignorance of where — or if — we'll sail tomorrow!

The Tongans are talented and tenacious salesmen. We were amused to hear the umu, a traditional underground oven, referred to during a sales pitch for a "feast" as a "Tongan microwave". Small boats of all varieties stopped by our boat to show us their tapa, baskets, carvings, shells, fruits, vegetables, and mats. One boat even came alongside and tried to sell us vegetables while we were under sail!

At anchorage #6 — all the anchorages have numbers rather than names because that's the way they are on The Moorings' chart — a young girl by the name of Mele came out in a leaky outrigger to try to sell

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some of her family's handicrafts. She looked at my running shoes with undisguised admiration. When we discovered that we had the same size feet, Mele had a new pair of shoes.

In return, Mele's mother and aunts invited us to a lunch of paka (crab), lobster and coconut-milk soaked tapioca. Ana, one of the aunts, and Mele showed us how to extract all the meat from the red-spotted paka. The method was as messy as the crab was delicious. The aunts continued to weave baskets while we ate. Ana's husband, who was tired from fishing all night, slept nearby.

Maybe not everyone is like me, but I think the toughest passages are overnighters. You never have time to relax or get into the rhythm of the passage, and after standing watches and sleeping fitfully, you need to be alert so you make a safe landfall in the morning. Personally, I'd rather do a 20-day ocean crossing.

Nonetheless, we had an easy overnight sail from Vava'u south to the Ha'apai group of Tonga, an area where there are lots of reefs. After dropping the hook and catching up on some rest, we decided to move on to Uoleva. It hadn't looked windy from the

anchorage, but within 10 minutes our dinghy had leaped out of the water twice and windmilled in the air! After the second time we hauled it aboard, deflated it and stuffed it into the cockpit.

We never even raised the jib as a reefed main still had us rushing along at six to seven knots, covering the reef strewn waters as fast as I could plot our position. It was difficult working with a compass weighted for the northern hemisphere, as I had to be very careful that the contrary dip didn't hang up the swing.

Taking fixes and plotting positions on what might as well have been a bucking bronco was no easy task. Every 10 minutes I'd get a fix, plotting our position by a combination of the GPS, speed and course, and bearings from shore. None of the three penciled positions ever agreed, but taken collectively they gave us a fairly good feel for where we were in relation to the many unmarked reefs and shoals.

Foster looked a little frightened when my bearings produced large triangles, or when GPS placed us on the charted position of a reef or island. Nonetheless, we made record time to the next anchorage, dropped the hook and popped open a couple of cans of beer.

Uoleva is a beautiful island surrounded by wide sandy beaches and good shelling. It is uninhabited except for a few pigs, goats and



Fourteen-month old Sterling of 'Osprey', a Bristol Cutter from Olympia, is a South Pacific vet.

cows. In the late afternoon, as we walked around the island, there were heavenly colors everywhere: purple, azure, turquoise,

blues, greens, browns, yellows, beige, and white. The volcano on the western horizon was spotlighted with beams of light shining through distant clouds. It was so peaceful we didn't raise the anchor for a week.

Sailing south through the Ha'apai group,



'Independent cruisers' Stu and Ann Yellin of the San Francisco-based Valiant, 'Annie's Song'.

we ran across some groups of whales. One humpback lobbed his tail 20 times in succession; it was an incredible display of power — and perhaps passion. The humpbacks of the southern hemisphere use Tongan waters as their breeding grounds.

Snorkeling was great at Ha'afevu, and when the wind veered to the north, we had a spinnaker run, of sorts, to Nomuka. It was so light we could hardly keep the chute filled, and our boat speed never topped two knots!

At Nomuka Iki we went ashore to stretch our legs, and two guys started following us. Eventually one caught up to us and introduced himself as Dave, the island officer. He informed us that it was a prison island and we shouldn't be walking around unattended! "Whoops!" and "Sorry!" we mumbled. It turned out there were only two prisoners on the island, one of whom accompanied us — machete in hand — along with Dave and Mongo the killer dog.

Some prison! The island is a paradise, almost completely encircled by waves breaking over the reefs. The government had seized it after the owner was discovered cultivating that nasty weed, marijuana. A third hand source said the seeds had been

left behind by a German yacht, but who knows?

There is a hill of red earth in the center of the island, and a small plantation run by the prison grows bananas, coconuts, cassava, papaw, and yapa. We were given a basket of papaw and coconuts; we left our frisbee and some books for the prisoners to reciprocate. We still haven't figured out what evil we might commit so we can be incarcerated on the prison paradise — but we're working on it!

The winds in the Pacific during the austral winter leave much to be desired! Steady trades are almost non-existent, and as lows pass over the islands the winds clock around in a counter-clockwise direction — except, of course, when they back rather than veer! Keeping an ear to the radio helps, as the weather systems arrive from Vanuatu and Fiji. If they get nasty stuff, we know to expect it, too. As soon as the wind started to clock around, we weighed anchor to take advantage of the favorable winds to Nuku'alofa, the capital of the Kingdom of Tonga — and our first mail pickup in five months.

[To be continued next month.]

--- sally 10/10/91

Starbuck's Canal Comments Michael Starbuck Playa Blanca, Panama (Marina del Rey, Way Back)

It's been a while since I've written, but I have a couple of good reasons.

First, a friend sent me a page from the Changes section that had some more bad



Despite frequent reports to the contrary, not all cruisers get robbed or murdered while reprovisioning in Colon.

news — from someone who wanted to remain anonymous — about the Panama YC and Colon. I sure don't know where these

people get their gossip, but that's all it is. I've talked to three different couples that live on their boats at the Panama Canal YC, and they say there have been no shootings on the grounds of the yacht club, and that no bar manager was shot outside the club gate.

I won't try to defend Colon as being a model city, as there are still muggings, but rarely does anybody get hurt — unlike the situation in many large cities in the States. My only advice for folks walking the streets of Colon — which I do every week while shopping — is to carry something in your hand, such as a piece of wood, an old stanchion or even an umbrella — which you can get between yourself and a possible assailant.

The thieves in Colon usually just flash knives and don't want to fight. The reason is simple: there are police on almost every block, and they'll shoot any muggers they see.

Also, it costs only a \$1 or \$1.50 to take a cab from the yacht club to anywhere in Colon. And the Central Market — where you find all the fresh vegetables, meat, fish and shrimp — is safe. The air-conditioned El Rey Market, just outside of town, has about everything you need for provisioning.

The Panama Canal YC is very safe and Colon isn't as bad as everyone makes it sound. I have lived here and shopped in Colon for eight years and have yet to be bothered.

My second reason for writing is to tell everyone that Playa Blanca is still here, and that any cruisers traveling through Panama are more than welcome to stop and visit. We've got a small, well-protected cove that's three miles northeast of Portobello just in front of the Duarte Cay. We also have an excellent daily ham radio net operating at 1800Z on 7085 (or thereabouts), which is a legal frequency south of 20°N. We call the net the Central American Breakfast Club. and hope that all operators will join us when they reach the Costa Rica area. It's a fun net and a lot of helpful information is passed on about cruising, shopping and weather on both the Pacific and Atlantic sides.

P.S. My life has changed quite recently as I got married at the first of last year and now have a lovely wife and daughter — and another child due in December. We're starting a village here!

- michael 10/9/91

Michael — Rex and Joan Allen of



During a break in the Europa Rally, the Wilsons went white-water rafting down a river in Bali.

Tavarua told us that they decided to fly in the face of conventional wisdom and walk around Colon as though they anticipated no trouble. Despite both being in their 70s, that's what they had, no trouble. We wouldn't recommend this course of action to others, but perhaps, as you suggest, Colon's atrocious international reputation is slightly overrated.

P.S. Congratulations on your growing family.

HNWPS To Sue Hawaii Over Rights To Free Passage & Navigation

According to a recent edition of the Hawaiian Navigable Water Preservation Society Notice To Mariners, the HNWPS will be challenging, in federal court, the state's attempt to regulate the ocean waters surrounding Hawaii. Bob Wood, president of the HNWPS, writes that the action is part of a nationwide movement to stop local governments from taking away constitutionally guaranteed rights to "free passage and navigation", as well as protections against "unreasonable search and seizure".

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"Hawaii has one of the clearest cases of abuse," writes Wood, who indicates this means Hawaii might be the lead case in confirming mariners' rights with regard to the nation's waterways.

During the past year, the HNWPS has been battling the state over its efforts, Act 379, "to regulate and tax the use of the oceans". Hawaii's Department of Transportation assigned several of its staff members to draw up a set of rules to administer the provisions of Act 379, but Wood claims, "those opinions and actions of the various officials seem to overlook rights and privileges guaranteed citizens by the Constitution and Bill of Rights."

Some quotes from Act 379:

"No person shall anchor . . . any vessel . . . within the ocean waters of the State . . . without permit from the Department." [This doesn't apply to vessels anchored for less than 72 hours.]

"The director may, in order to promote the health, safety and welfare of the public... within the ocean waters of the State... adopt rules regulating the mooring or anchoring of vessels... including... the issuance of permits for offshore anchoring of vessels..."

"The permittee shall pay fees to the department... based on, but not limited to,

the use of the vessel, its effect on the waters and aquatic resources of the State, and the administrative expenses incurred by the department and other state agencies in administering offshore mooring."

"I'm going to quote Supreme Court Justice Landis badly," writes Wood in response to the above, "but they are words we should all live by: 'It is the duty of free men everywhere to protect their freedoms from the misguided efforts of overzealous, though well-meaning bureaucrats'."

Wood claims the HNWPS has a lead council to spearhead the legal challenge as well as two other attorneys assisting with probono work. The Society is a member of the National Water Rights Association.

If any readers would like to support the HNWPS' efforts, you can do so by joining the non-profit organization. Regular memberships are \$50 a year, Associate memberships are \$25 a year. The address is c/o 98-1372 Kuaheahe Place, #171, Pearl City, Hawaii 96782.

Carol Post, of the Waterfront Postal Center at Keehi Lagoon, says that the monthly meeting of the Keehi Lagoon Advisory Committee was addressed by Ed McCourt, First Deputy, Department of Public Safety. McCourt assured the group that his officers have been directed not to board any

boat without 'probable cause'. In earlier legislation, it appeared that in order to sign up for a mooring in Keehi Lagoon, a mariner had to agree to allow authorities to board his or her boat without probable cause.

- latitude & HNWPS 11/20/91

P.S. Carol Post also writes that she may soon be opening up a second Waterfront Postal Center, this one in a prefab structure in the Ala Wai Yacht Harbor. "I'm really excited about it," she says.

Evaluating 'Europa 92 Kite — Stevens 47 Dick & Lona Wilson (Modesto)

Folks wonder what we think of the Europa '92 Around the World Rally we're participating in. After sailing almost halfway around the world as part of it, the answer is that we're happy. Considering this is the first time such an extensive rally has been attempted, we feel it's been very well organized. But even those in charge have had their surprises, such as the officials in Bali assessing additional dock fees — after the fleet had left!

Actually, I can't imagine having sorted out all the details without the Europa staff smoothing the way. For example, at most the organizers have had it set up so the port officials come out to the boats or at least the



Dick and Lona, savoring the good times in the main salon of 'Kite'. They're glad they joined the rally.

yacht club, rather than us having to go to them. And in the case of French Polynesia, being part of the rally meant we didn't have

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to post the rather expensive bond required of other yachts.

There are, of course, drawbacks to being part of a rally. The itinerary has us moving along quite quickly, limiting our time and choice for independent cruising. There's also a specific time schedule to be adhered to, which goes against the grain of most concepts of cruising. Being separated from family and friends is also hard, but that's something all cruisers must accept.

There are other benefits of being part of the rally. The roll call of positions and daily communications through the net and with the shoreside Rally Control Office is both fun and a big help. The camraderie — and friendly competition — between the boats of 12 different national is also a unique feature of the rally. We great together to compare charts, routes, exchange weather information, etc. The ranks are quick to close when a boat gets in trouble, as was the case when Amade temporarily went on the rocks in Tonga and when Jolly Joker [see Cruise Notes] was lost on a reef in the Torres Straits. There is safety in numbers.

We on Kite have also felt safer as being part of a group. While in the middle of the South China Sea, we approached an Indonesian craft which indicated she had engine trouble. This normally might have been unsettling, as three large ships approaching Singapore had recently been boarded and relieved of their payroll by armed Indonesians. Since we were travelling in groups of three and four boats during this mostly light air / motoring passage, we weren't as anxious as we'd have been travelling alone. (Incidentally, while 'pirates' robbing large ships is almost commonplace down here, there have been no reports of them bothering small yachts.)

In summary, for those folks wanting to do a cruising circumnavigation but who can't commit to retirement, something like the Europa '92 provides the perfect vehicle. For people with unlimited time and a healthy stable income, such a rally, because of it's pace, might not be the ideal choice. But speaking for ourselves, the cost of entry has been well worth it in terms of the land support, the planned parties and banquets, the mail service, the handling of officials and the safety in numbers. We're glad we decided to participate!

P.S. In reference to the letters about the Europa fleet in the Marquesas, not all that was reported is correct. It's true there was a



problem getting fuel, but it was because it had to be jerry canned out of 50 gallon drums in Hiva Oa and Oa Poa — not because the Europa organizers hadn't made arrangements. On the contrary, the French authorities sent a ship out to refuel the yachts directly. For unknown reasons, the ship arrived without the necessary fuel!

The business about the authorities not knowing we were coming is also wrong. When each member of the rally checked in with Customs, there was already a separate folder of papers with the boat's name on it to expedite the process.

The rally party at Nuku Hiva was held at the Governor's Mansion Gardens, and was hosted by all the local merchants — with the exception of one American couple who own a restaurant. I don't know why they didn't participate.

While in the Marquesas we met Hugh Freebairn of Berkeley — he was the one who brought down all the eyeglasses and tried to give them away to the Marquesans. What a delightful guy! We had some foam mattresses we decided we no longer needed, and Hugh arranged for them to be given to the locals. The happy locals reciprocated with gifts of fruit. It was a situation where everyone came out ahead,

Taiohae Bay, once sedate, is rapidly being developed. Inset; Frank and Rose Corser of the Keikahanui Inn.

We found the Marquesans to be a gentle, helpful, happy people who know how to live off the land. But the French government sees to it that just about everyone has a four-wheel drive Suzuki, or equivalent, to help them 'farm' the land. We suspect the largesse is France's way of keeping the people quiet about all the nuclear testing in the Tuamotus.

Of all the places we've visited so far, the Marquesas has been the only group of islands that was not prepared to commercially deal with outsiders. Local knowledge says this will begin to change, whether yachts come or not, as soon as the large new hotel complex is completed. Television has had a tremendous impact everywhere in the world, of course, including the Marquesas. Every little grocery store in Hiva Oa had a set tuned to soap operas. While perhaps not part of the 'modern world', the Marquesans are aware of it.

The main change in most places we've visited to date? Immediate increases in the prices of everything as soon as the locals realize a large fleet means increased demand for supplies and services.

-- lona 11/2/91

Lona — The word we get from the

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Marquesas — and Nuku Hiva in particular — is that it's changing very quickly. A 300-meter long wharf is being built on the east side of Taiohae Bay and should be completed by June. It will be a duty free zone for tuna boats looking to unload their frozen catch, as a wharf for general commercial traffic. Currently about 250 yachts call on Nuku Hiva each year, some of them which, contrary to stated policy, have been staying all year. About eight cruise ships call on Taiohae Bay each year, disgorging about 1,000 passengers each for about four hours in the afternoon. You can imagine the impact this has on an isolated island of just 2,500 inhabitants.

Other new developments at Taiohae include the construction of a \$10 million (we don't know what currency) hospital, complete with operating rooms. A 15 room bungalow hotel is going up next to the Keikahanui Inn, and should be open in a month or two.

For a long time, there was just one flight a week from Tahiti to Nuku Hiva. That increased to two flights a week two years ago, and now there are three flights a week. A helicopter service is expected to serve the island by January, both for tours and other business. The Tahiti to Nuku Hiva flight crews are said to prefer to stay overnight at Taiohae Bay rather than near the Nukuataha

Airport on the other side of the island. Currently a tortuous $3\frac{1}{2}$ drive, it's a mere 15 minutes by chopper.

"This whole area is exploding," reports Frank Corser, "within a year or two we'll be a mini-Papeete." People can mourn it all they want, but that's what is going to happen all over until there's some kind of population control on this planet.

Accomplice — Herreshoff 29 Paul May Valdez, Alaska (Emery Cove, Emeryville)

Catching up on past Latitudes, I read Gryphon's opinion on their cruise through Hawaii and your invitation for additional ones. Here's mine:

I left San Francisco Bay in October of '90 for San Diego, and then in early November left the Southland on what turned out to be a 20-day passage to Hilo. I arrived at the end of a four-day gale, getting a great push as the wind was all from astern. My arrival at the Big Island coincided with record rainfall for that month — as well as in my own personal experience. It rained every day during the month I spent anchored at Hilo's Radio Bay — and continuously for the last week.

Radio Bay harbor officials were both helpful and pleasant. The agricultural inspection consisted of my being asked: "Do you have anything to declare?" and my replying 'no'. With the 'inspection' completed, the official filled me in on local information.

Radio Bay is three miles from downtown Hilo, so a bike or car is pretty much a necessity to see and enjoy the area. I used a folding bike, which I found to be effective for about a 15-mile radius. Other than a chandlery, Hilo has everything a sailor could need. It's also the best place from which to visit the Kilauea volcano, about a 25-mile side trip that, because the landscape is truly bizarre, is well worth the effort. Equally spectacular is the red hot molten lava tumbling into the sea — which I was able to watch the night I sailed by on my way to South Point (the southernmost part of the United States) and the Kona side of the Big Island.

I spent a month in Honokohau Harbor, three miles north of the bustling tourist town of Kailua-Kona. Once again my bicycle came in handy, as there is absolutely nothing near or around Honokohau — a harbor that was

literally blasted out of the lave landscape. While the harbor area has few services or supplies, it's always full, with 90% of the occupants being sportfishing boats. I was chided about not having a 'real boat' — until I pointed out that 'real boats' arrive in the Islands on their own bottoms. I got no comeback on that one.

The Kona side is the dry side of the Big Island, and I was finally able to get rid of the mildew crop that had been flourishing ever since Hilo.

There is an anchorage right off the center of Kailua-Kona, but it's extremely rolly. Almost right after setting my hook I lost my first glass of wine down the scuppers, so one night was too much for me. I'm told the anchorage is calmer in the summer, but to quote Charlie's Charts, "the rolling is enough to make even an old salt seasick". The many tour and sportfishing boats coming through have no regard for the effect of their wakes, which adds to the problem.

My next stop was Kealakekua Bay, 10 miles south. Home to the Captain Cook monument, Charlie's Charts calls it the best natural anchorage in the Islands. It looked fine the afternoon I arrived. Unfortunately, the next morning the area experienced what



The lava lined harbor at Honokohau has little room among the sportfishing fleet for sailboats.

was later described as "the worst Kona storm in 20 years". The San Francisco-based Hawkeye stayed put on the hook that

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Superbowl Sunday, while I had a memorable beat out of the small bay into rising winds and seas. Once offshore, I had a pleasant enough run under the storm jib alone, often exceeding Accomplice's theoretical hull speed in winds that were clocked at up to 55 knots.

It was reported that millions of dollars of boats were lost as a result of being tossed onshore that day. I assume that *Hawkeye* was able to ride it out as I didn't hear of any boats lost at Kealakekau.

Accomplice and I rode the blow 40 miles north to the shelter provided by the commercial harbor at Kawaihae. There's lots of room to anchor at Kawaihae and many local boats ride to buoys. Unfortunately, it's 10 miles to the nearest anything. I nonetheless spent 10 days there and learned that the locals throw a great raft-up party.

[To be continued next month.]

— paul 10/15/91

Cruise Notes:

One of the more colorful vessels moored in Sausalito in recent years has been Alex



What a punch! 'Bob' knocked the 'Vicar' right up into the trees.

Crichton's Cullen-designed Baltimore Clipper, **Lizard King**. But she's here no longer, as Crichton and a crew arrived in Hawaii on November 15 after an 18-day passage. From there she'll continue on to Singapore, where her new owner awaits her. A rakish-looking two-master of sawn frame construction, the 76-footer (55 LOD and 49 LWL) was built by Northrup and Diak in 1974. Crichton, who is delivering the boat to her new owner, had a long and close association with the vessel. He raised his kids on her as well as cruised and chartered her in the South Pacific and Pacific Northwest. A long-time resident of Pelican Yacht Harbor, unusual vessels like her are few and far between, and she'll be missed.

"Around these parts [Rockland, Mass] the general opinion among yachtsmen is that the biggest danger from a hurricane comes from other boats." So writes Will Hickman of Hydron Marine in Rockland. "It was no exception with hurricane Bob. The enclosed photo shows Vicar of Bray, a 20-foot wooden sloop that I launched in July, as 'hauled out' by Bob. She would have made it through the hurricane on her 1200-lb granite block mooring, had not a larger boat, with mainsail and roller furling still bent on, dragged down on her, savaged her topsides with her pulpit-mounted CQR anchor, then broke her mooring pennant."

"Vicar," Hickman continues, "ended up relatively undamaged, 100 feet from high water at the end of a paved road. She was much more fortunate than the Hinckley Yachts in Marion, which ended up in trees and pastures. Give me an earthquake any day. Had we hauled out prior to the blow, we'd have been in worse trouble, as Vicar draws three feet and the surge came seven feet above the level of the yard."

The unfortunate postscript to the story is that the Northeast was shortly thereafter hit by two storms out of the north, one of which caused considerably more damage than hurricane Bob. Most of you probably saw photographs of rocks, formerly part of stormbattered stone walls, littered all over President Bush's Kennebunkport compound.

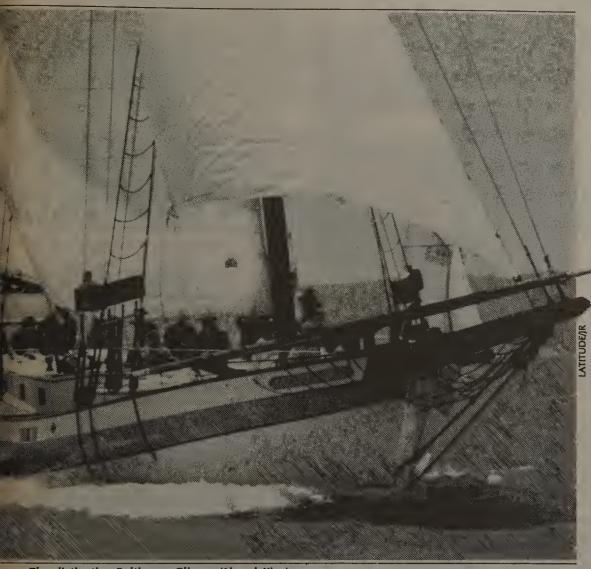
If you've read this month's Short Sightings about the depleted ozone layer, Australians and skin cancer, you're probably bummed about the prospects of spending too much time in the sun. But how about some good news on the same subject for a change? Researchers at the University of Arizona report that as a result of injections of a synthetic hormone similar to melanin, which promotes the tanning of skin, hard-to-tan volunteers subjects did indeed tan. Such



synthetically induced tans, if ever approved for use, might help protect people — especially those with fair skin — from skin cancers.

If you're planning on sailing around Cape Horn or the Cape of Good Hope in the next year, you'll want to keep your eye out for A-24 — or parts of it. A-24 is the 100 billionton block of ice that measured 70 miles by 50 miles when it first broke off from the Antarctic Ice Shelf in 1986. Although now only half its original size, the massive iceberg and calved bergie bits have drifted north to the latitudes of Cape Horn and the Falkland Islands. This has put the iceberg and its remains in the path of commonly used sea lanes for ships, in an area where many East European and Asian fishermen bait their hooks, and where a couple of hundred intrepid yachtsmen and yachtswomen venture every year. The problem with such huge icebergs is that they create their own mini weather environments, often shrouding themselves in fog and mist. This makes them difficult to spot, both with the human eye and by satellite. So if you're not cruising in the tropics, keep your eye out for mysterious mists.

We recently heard from Larry Rodamer, who in the early years of this magazine coauthored a number of entertaining cruising articles titled *Innocents Aboard*. They were



The distinctive Baltimore Clipper 'Lizard King' leads the fleet during one of her last sails on San Francisco Bay. Inset, Alex Crichton.

based on his adventures with Betty Ann Moore. The two novice sailors had given up IBM careers to cruise the South Pacific in Robin Graham's Allied 33 **Dove**. After finishing their cruise, Moore returned to corporate life with redoubled enthusiasm, while Larry took life a little easier, running the store at the Ala Wai Yacht Harbor's old Texaco Fuel Dock.

The two have since gone their separate ways, with Rodamer currently selling boats and living aboard a Vega 27 in Biscayne Bay, Florida. "Florida and the Bahamas are both good and bad," he says, "but they're sure not Hawaii!" Rodamer says the best thing about Miami is that there are still some secret spots in Biscayne Bay where he can dive and count on finding 30 or 40 lobster.

Speaking of lobster, is there a more overrated seafood? A few chunks in a salad are fine, but to our way of thinking, a whole lobster—especially when drenched in butter—is so rich that it doesn't even taste good. Keep that In mind if you're headed down the coast of Mexico and some fisherman wants to trade you 20 lobster for three bottles of whiskey. If you want to enjoy some really good seafood, visit one of the many restaurants that does a good snapper Vera

Cruz style. It's ten times more delicious than 'snobster'.

Is there 'safety in numbers'? The issue was raised when the Wanderer broached the possibility — now postponed — of a Mexico to Marquesas Rally. Those in favor of the rally cited 'safety in numbers' as one of the benefits of rally-type sailing. Those against the idea of a rally said 'safety in numbers' was a cruel illusion. While there is no conclusive evidence on the matter, there is some evidence to support a rally.

A year ago, a boat had rudder problems and sank during the Atlantic Rally for Cruisers from the Canary Islands to St. Lucia. Her crew, as we recall, were picked up by two other boats in the rally. Then In September of this year, Jolly Joker, a Cetus 45 that was the Hungarlan entry In Europa '92 was lost on a reef in the tricky Torres Straits on the leg from Vanuatu to Darwin. A late night Mayday was picked up 🧍 by several of the other entries, who remained in the area to try and effect the rescue. One of the yachts spotted the wreckage the next morning. A helicopter arrived a short while later, but reported no sign of life. A short while later the British entry Elan Adventurer — not the helicopter — spotted the three crewmembers in a liferaft and

rescued them. While the three crewmembers were uninjured, Jolly Joker was completely destroyed. Her owner, who wasn't aboard for that leg, hopes to acquire another yacht and rejoin the rally.

A lot of 'purist' cruisers may not like it, but we predict that cruising rallies, while far from perfect, are the wave of the future. Fortunately, it's still a huge ocean out there, and those who wish to be alone have an infinite number of uncrowded destinations from which to choose.

Leona Wallace reports that Eric Bennett and Rosalind Owen's ferro cement sailboat Wiggy dragged anchor onto the rocks at Pitcairn Island's inhospitable Bounty Bay. Slamming against the rocks produced a large gash in the hull and water immediately began pouring in. Owens immediately began to broadcast a Mayday, but because the boat was next to the steep cliffs of St. Paul at Old Man, and because the aerial was almost parallel to the water, the signal was not heard.

After broadcasting the distress signal as long as she could, Owen swam out to Bennett, who was clinging to the mast. Bennett supported Owen as best he could as the two of them were pounded between the rocks and the mast. Several times she was swept out of his grasp and then washed back to him. Badly bashed against the mast, Owen was pulled from Bennett's grasp one last time, and floated away face down in the water. A badly shocked and injured Bennett made it onto the rocks five times and was dragged back out before he staggered ashore for good. The Pitcairners responded to his General Alarm, and Owen's body was soon recovered. Rosalind Owen was buried on Pitcairn that afternoon.

Bennett reported the wind had come up early that morning, and that he and Owen had awakened at 0510 to check that they weren't dragging. They thought everything was fine until their boat struck the jagged rocks. "Today I learned that no one around here should give the thankless ocean anything but the greatest care and respect," wrote the editor in the May 1991 Pitcairn Miscellany.

Glen and Laurie Foutty of the San Diegobased Cal Cruising 35, Laurie Belle, cruised Mexico from January 5 to June 1 of 1991 and would like to offer a few tips for those headed south this season. The first is not to fear Mexican officials. "They were great; not once did we come across any

CHANGES IN LATITUDES

abusive or dishonest officials. They may be a little slow in processing paperwork, but they're pleasant and helpful." The Fouttys recommended deviating slightly from Latitude's recommended itinerary: "If you're leaving Cabo for the mainland, visit Isla Socorro first, which is well worth seeing. It's much harder to make the stop on the way back north." The top cruisers' party on the mainland? "The first Dia en La Bahia regatta, sponsored by the Nuevo Vallarta Marina was the best, although St. Pat's Day in Melaque was a close second." Before saying 'hello' to friends Michel and Mary on Elusive, Barney and Mary on Gypsy, Rob and Monica on Navita, and Kevin and Alicson on Sequin, the Fouttys want to nominate radar as the most valuable piece of electronics for cruising Mexico.

Signing off with "yours for precise proof reading", Karl Romaine, formerly of the Bay Area but now doing deliveries and surveys out of Port Hueneme, writes: "Please be advised that boats and ships tranit [Whoops, Karl, watch that precise proofreading!] the Inside Passage in Alaska. Only cars and trailers can go 'inland'." While technically correct, Romaine has never sailed with the Wanderer.



Shopping at the open market is grand on Grenada, the "island of the spices".

Back in the September issue we had an interesting Sightings item on Ralph and Kathleen Neely of Santa Cruz, who have been cruising the Caribbean for the last two years aboard their Whiting 45 Neeleen. Although they wanted to downplay it completely, the unique thing about their cruise is that Kathleen has been confined to a wheelchair since she was a young girl.

In any event, the Neelys are still out there having cruising fun. "We've sailed south since seeing you in Antigua, and have spent the last 21/2 months at Hog Island, Grenada. We're now on our way to Trinidad and the vacht club, where we plan to stay until April or May."

If you find yourself in the Marquesas with a shrinking cruising kitty, you might pay a call on Frank Corser at the Keikahanui Inn in Nuku Hiva. He's needs a couple skilled carpenters to do a couple of months worth of work. You can even write him at B.P. 21 -Taiiohae, Nuku Hiva, Iles Marquises, French Polunesia.

In closing this month, we offer what adventurer H.W. Tilman said was required of a good crewmember: "They be cheerful, equable, long suffering, patient in adversity, tolerant of the whims and uncouth manners and habits of others, neat and clean, adaptable, unselfish, loyal - in fact, possessed of most of the qualities in which the majority of men are deficient."



Raiatea Carenage with Bora Bora in background - Henry Valin/Manager

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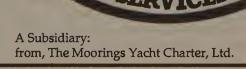
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Islands! We're b-u-s-y!!!

Who are we and why are we doing so well in the midst of a recession? The answer is that our staff represents well over 100 years of high-level yachting experience. Rick is the former Editor-in-Chief of a well-known yachting magazine; has been a liveaboard for almost 14 years; has thousands of miles of cruising, racing and delivery experience (much of it singlehanded); is very active with his 36-foot Discovery; holds honorary memberships in numerous yacht clubs; and has been on the Board of Directors of the California Yacht Brokers Association for over three

Richard Nathanson has also been living aboard his 40-foot *Malobi* for many years; is an officer of the Wooden Hull Owners Association; has directed the annual One More Timel regatta for the past few years; is an active scuba diver, and has

extensive cruising and chartering experience.

Tom Nelson brings an active Florida yacht broker's license and a background in manne biology; is a member of Florida's St. Petersburg Yacht Club where he served as Regatta Chairman for many events; and often races on the Santa Cruz 70 Evolution (where he will frequently confront Rick, who quite often can be found aboard the Nelson-Marek 70 Cheval).

aboard the Nelson-Marek 70 Cheval).

And last but most certainly not least is the highly respected Steve Button, who holds a 100-ton Coast Guard ticket; owned a sailing school on the East Coast; has skippered in seven one-design national championships and four Mallory Cup regattas (he just won our 1991 Mallory Assc. Championship); has been a Guest Coach for USYRU racing clinics; and is the current Rear Commodore of the South Bay Yacht Racing Club.

Even Deborah Marcuse, our Accountant and Office Manager, is a very experienced sailor and fisherwoman and also has her yacht sales licensel

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20-FT PICAROON SLOOP, 1954. Full keel, V-hull, carvel fir/plywood, wood mast, no electronics or engine, sturdy boat in need of cosmetic & some structural repair, located Humboldt Bay. Can transport. \$1,200. Will consider all offers, trade? Call Byron (707) 443-8182.

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CATALINA 27, 1983. Dinette model. Atomic 4, wheel steering, furler jib, CNG, new batteries & charger, new custom cockpit cushions, macerator, Danforth type anchors, vang. electric bilge. You will not find a nicer one for \$15,500. (916) 366-2873 (w), (916) 354-2852 (h).

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O'DAY 28-FT, 1979 sailboat. New LPU paint topsides & mast (white topsides, black mast), LectraSan waste system, pedestalhelm, Harkens roller furling (new), 120 jib w/black sun screen (new), Ray Jefferson Loran (new), VHF radio, new upholstery throughout, OMC inboard (saildrive) engine, very clean, ready to sail. Moving, must sell. Berthed at San Leandro Marina. \$14,500 b/o. (510) 351-7805 (9 am to 5 pm).

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1982 CATALINA 25. Swing keel, VHF, knotlog, galley dinette, Trailrite trailer. Very good condition. Will deliver. Call Dennis (209) 634-4773 (eves, M-F).

CAL 28, 1964. Clean, well-kept. VHF, Yanmar diesel, 4 sails, depthsounder. Great Bay or Delta boat. Sleeps 6. Must sell soon. \$9,000. (510) 439-2003.

COLUMBIA 28, 1969. Excellent condition. Main, jib, 150 genoa, lines led aft, barient self-tailing winches, 12 hp Chrysler o/b. Instrumentation includes wind speed, wind-point knotmeter/knotlog, depthsounder, VHF radio. Enhanced interior & many other extras. \$11,000 b/o. (707)

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NEWPORT 27S, 1979 aux. sloop, Atomic 4, VHF, RDF, 12vdc & 110VAC shore power, roller jib, Edson wheel, ground tackle. Beautiful teak intenor w/galley, head w/holding tank & shower, sleeps 4-5, great 6'4" headroom. Upwind Sonoma-Marin berth. Great Bay sailer. \$13,500 b/o. Call (707) 838-0964 (h).

27-FT CHEOY LEE OFFSHORE. 7 sails, new Yanmar, Loran, KM, DS, VHF, Blaupunkt, dodger. Meticulously maintained, cruise ready. \$18,500. 956-1300 (w), 522-8447 (h).

NEWPORT 27, 1979. Diesel, spinnaker, tiller, head, stove, icebox, new VHF, barient 2-spd. winches, custom tapered mast, 6-ft headroom, extras. Clean & in excellent condition. 1 yr. sublease available at Santa Cruz. Partners moving. Best offer. (415) 327-8086.

PACIFIC SEACRAFT 25-FT DOUBLE ENDER. Great pocket cruiser, rebuilt diesel (Jan '91), 4 Tanbark sails (new main cover). Very, very clean. \$15,900. (707) 745-3471 (after 7 pm or lv msg). MacGREGOR 25. Excellent history, 110 jib, 150 genoa w/window, spinnaker (new), mainsail w/ window & reef, bags, boom vang, anchor, compass, VHF & CB radios, porta-potti, new motor mount, trailer has galvanized surge brakes, wheel & caster. \$5,500. (415) 340-0410.

ERICSON 25+ SLOOP, 1981. Roller furl, 150 genoa & 12/110v Norcold reefer. All instruments, VHF. 6'1" headroom, excellent family cruiser w/ fresh water head & holding tank. Oct. '90 bottom. \$13,800 cash. (310) 823-2036.

CORONADO 27-FT. DS, KM, nice wood interior, dodger, AM/FM cassette, icebox, 12v system completely rewired, decklights, strobe light, sleeps 5, anchor w/300-ft line. Great Delta/Bay boat. \$7,000 b/o. 827-9938.

CHRYSLER 26, 1977. Excellent condition. Standing headroom, enclosed head, new interior, very spacious. Great Bay/Delta boat! New 8 hp o/b, VHF, DS, stereo, self-tending jib, 110, double-reefed main, fixed keel. Sturdy, well-cared for. Only \$5,500. (209) 951-4816.

B-25. 1990 ramp launchable ultra-light one design. Clean, fast, top electronics, dry-sailed, trailer, all North: main & #1 new. Outstanding PHRF record, 2nd 1991 Championships. Asking \$24,000, save thousands! Call (310) 597-4854, (209)

COLUMBIA 26. Cream-color fiberglass w/mahogany top & boot stripe. Beautiful teak trim. Excellent condition. Johnson o/b motor, last overhauled in 1990. Comfy living conditions. Full galley/head. Sleeps 4-5. Moving out of state, will sacrifice for \$4,000. (415) 332-5840.

28-FT NICHOLS SLOOP. Great Bay/coastal budget pocket cruiser. 10 sails, spinnakers, 10 winches, autopilot, depth, knotlog, VHF, cabin heater, inboard, charger, anchors, inflatable, new keelbolts, faired bottom, beautiful lines in wood/ F/G. Sweet boat to sail & singlehand. \$8,000. (415) 332-2809.

CAL 25, 1970. Affordable fun. Cruise/race. One design or PHRF (222). Rigged for easy sailing by couple. Includes: new halyards, controls lef aft, 90% blade, 115%, 150%, main, 3/4 oz. tri-radial spinnaker, Tuff-Luff, epoxy barrier coat bottom (4/89), LPU hull, Trinidad bottom paint (7/91), 7.5 hp Evinrude, ground tackle, extras. S.F. Marina berth included. \$6,800 b/o. (510) 532-5230 (days), (415) 479-3910 (eves). Ask for Albert.

SWEDISH-BUILT MOTORSAILER for comfy winter sailing. Reach & run w/new furling genoa, use strong diesel against wind & tide. Convertible inside steering, generous galley, head & cabins. \$11,250. (415) 457-8326.

29 TO 31 FEET

OLSON 30, 1979. Bottom paint, new 150%, Loran, 3/4 boat cover, trailer, 2 o/b, safety equipment, very fast boat, excellent condition. \$17,000 b/o. (805) 985-5334 (days), (805) 485-5545 (eves).

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CAL 30, 1966 CLASSIC. This stable, full keel racer/cruiser is designed & equipped for Bay, coastal or offshore sailing. Extensive refit just completed for a true turn key deal. Let's go sailing & I'll show you. (408) 741-0880. \$23,000 b/o.

ISLANDER 29. Excellent condition, wheel steering, 6 sails incl. spinnaker, Atomic 4, VHF, KM, Loran, DS, AM/FM, head w/holding tank, stove, 120v, mahogany interior, new upholstery, recently hauled, much more. (415) 382-8552. \$14,500.

30-FT COLUMBIA SLOOP. New Yanmar diesel, sails, head, propane stove, new interior, wired for 115v AC & 12v DC, keel & mast available, need attachment, sleeps 5, on trailer in Sausalito. Illness forces sale. \$3,000 b/o. (415) 388-4368.

CATALINA 30, 1982. Universal diesel 12 hp, furling jib, CNG stove, refrigeration, h/c pressure water, shower, dodger, wheel mounted KM/DS, battery charger, diesel heater, 2-speed winches, VHF, epoxy bottom, extra vents, new batteries, cockpit cushions. \$24,995. (415) 582-3964.

38-FT BRUCE ROBERTS SPRAY STEEL, bare hull. Boat is in water. 8,000 lbs. of lead. \$9,000 in materials, asking \$9,500. 70 hp Grey Marine engine. Rebuilt, \$750. (415) 368-7018.

CAL 2-29, 1978. Excellent condition. Hood stowaway mast, Seafurl jib. Sails well in 25 knots w/reef. Easy singlehander. (415) 456-7857. \$25,900.

PEARSON 30-FT. Volvo diesel, Loran, VHF, WS, WI, DS, roller furling, dodger. \$19,000 b/o. (415) 737-9824.

BRISTOL 29.9, 1980. Bristol condition. Wheel steering, Universal dsl (24 hp), new main, 2 headsails, spinnaker, new Harken 800 Series furler, new standing rigging, 7 Lewmar winches, FHF, depth, knot, new interior cushions. Gas House Cove, S.F. berth available. \$35,000. (415) 668-4305.

ISLANDER 30, 1972. Just hauled. New bottom. Ready to go. \$15,000. 1/3 down, owner finance. (415) 468-4423.

CATALINA 30, 1978. Very seaworthy, wheelsteering, 2 jibs, Digital KM, DS, VHF, auto-bilge, shore-charger, compass, dependable engine, Danforth, sleeps 7, roomy, attractive, very clean, reflects diligent care of owner, South Beach D-6, please call to see. \$26,800. (408) 720-5262 (days), (408) 720-1482 (eves).

29-FT GULF PILOTHOUSE SLOOP, 1981. Excellent cruiser for Bay, Delta, coast. Loran, Autohelm, VHF, stereo, diesel, alcohol stove, microwave & more. Bottom paint 1 yr., D Dock, slip 72, Marina Bay, Richmond. \$20,000. (916) 925-7700, x 4279 (days).

OLSON30, 1982. Ballenger spars, double spreaders, rod rigging, 5 sails. \$15,000. 1/3 down, owner finance. (415) 468-4423.

1974, CAL 2-29. Excellent condition. New factory diesel, new covers, teak interior, sleeps 6, wheel steering, tabernacle. \$16,500 b/o. Call (408) 688-4266.

CATALINA 30, 1983. Bristol condition. Diesel, Larsen main & 110, cruising spinnaker, pedestal steering, custom interior, h/c pressure water, VHF, depth, knotmeter, 2 anchors. Can be seen at Santa Cruz J-69 slip. Sub-lease available. \$29,500. (408) 685-9819.

ERICSON 30, 1969. VHF, DS, autopilot, CNG stove, spinnaker, self-tending jib, 5 jibs, M.O.B. system, upgraded interior, newer rigging & boom, 6 S.S. barient winches, all lines lead to cockpit, large Delta awning, etc. Excellent condition. \$18,700. (408) 738-0524.

RAWSON 30, 1972. Proven world crulser. \$14,000. 468-4955 (broker).

CATALINA 30, 1976. Excellent condition, dependable Yanmar diesel, wheel steering, knotmeter, depth, pressure h/c water, mlcrowave, refrig., battery charger. Tall rig, 2 jibs, new sail covers, custom interior teak cabinets. Shows better than most 1983s. Priced for quick sale. \$23,500. (415) 624-0114.

WILDERNESS 30 CUSTOM. 1982 Hullworks built, double spreader rig by Ballenger. Yanmar diesel, VHF, knotmeter, depthmeter. Beautifully trimmed in teak w/custom Brunzyeel interior. Deeper, heavier keel. Great Bay boat! \$16,995 b/o. (209) 545-2583.

ETCHELLS, US 296. Good condition, well-maintained, full complement of sails, new mast & running rigging, full cover, trailer, great one design class for the Bay. Good starter boat for low \$. Asking \$9,900 b/o. Must sell. 452-3381 (lv msg).

30-FT CHEOY LEE BERMUDA KETCH. 3/4* Carvel planked teak hull w/lpol frames w/copper rivets. Classic solid teak interior/cockpit. Atomic 4 w/new exhaust, new Spruce main mast, VHF, RDF, boat cover, 35# Bronze & 15# Danforths. Alameda berth. \$15,000. Bryan (808) 236-0962 or Fax (808) 845-5097.

J29. RACE READY. 10 sails, 8 hp Evinrude o/b, actively raced & cruised on the Bay. The only English-built boat on the West Coast, unique & comfortable interior arrangement, galley sink & stove. The J29 is an exciting boat to race, the fleet will challenge your racing skills, yet w/spacious decks & cabin it's a fun boat for casual sailing or weekend cruising. The boat has placed 2nd & 3rd in YRA season championships. Join a great fleet. Great deal, low or no money down. \$25,000. Call Andy (415) 641-8323.

ERICSON 30+, 1980. Excellent condition. 16 hp Universal diesel, roller furling jib, cruising spinnaker, Micrologic Loran, Combi instrumentation, VHF & stereo. Many more extras. \$28,500. Call (415) 342-1357 (days), (415) 348-7389 (eves). Ask for Ralf.

CATALINA 30, 1979. Atomic 4 engine, very, very clean. New sails, new furling, 2 jibs 110 & 150. KM, DS, stereo, VHF, pedestal steering, new bottom, cockpit cushions, battery charger, refrigeration, microwave & dodger. Delta boat. Many more extras. \$27,500. (415) 757-1889.

OLSON30 for charter, not sale, for partor all of the 1992 season. We use the boat for beer can races out of Sausalito & Tiburon & for occasional daysails. That still leaves her free for the Olson 30 one design season, plenty of daysails & other fun. Have near-new North main & jib, other sails are older. Fiscally & otherwise responsible parties only. 435-5165.

NEWPORT 30, 1971. Well-equipped older boat in excellent condition. Atomic 4, spinnaker, storm sail. Enjoy the ocean, Bay or Delta. Berthed in San Rafael. \$12,500. Sale or trade for 4x4 cruise vehicle or ? (415) 383-1950.

32 TO 39 FEET

PETERSON 33, will consider under 24-ft trade, fully equipped, outstanding racer/cruiser, Loran, stereo, diesel, sleeps 7, epoxy bottom, fast & comfortable. \$33,950. Call Virgil (408) 371-2041, (408) 978-1721.

PETERSON 34. Orig. owner, Sparcraft, Lewmar 3SPD prim., 11 sails, LPU topsides, new bottom 9/91, tiller, rebuilt Atomic 4. \$35,000. Call (510) 232-4733, 234-1530.

HAWAIIAN SLOOP. Cal-34, 1968. Yacht in commission & ready to go. Owner keeps boat in Bristol shape. A place to stay or vacation in the Islands, as well as cruise & day-sail. Much good gear on board. Call Paul Dale, (808) 625-6778 (5-10 pm). Call collect for complete info.

RUSTLER 32,1968. English-built to Lloyds Class A specs. Volvo diesel, dodger, full boat cover, double whisker poles, 8 bags of sails, Avon & hard dinghy w/sails. Also w/nav. station, Autohelm, windvane & more. \$28,000 b/o. (510) 276-3522.

VALIANT 32. Bottom blisters gone! Peeled & replaced w/a serious Interlux Epoxy bottom. This is the one you've been waiting for: less than 100 hrs on the 1987 Westerbeke diesel, wheel steering, North sails in great condition including storm & spinnaker, plus a perfect teak interior w/all the amenities. The perfect Bay or bluewater boat at \$45,000. Call us before you call the brokers (415) 853-1002.

CUSTOM WOODEN KETCH built in 1938 designed for coastal cruising & Bay sailing. Classic look, perfect liveaboard for single sailor or couple. Has VHF, new mizzen sail, newer mainsail & 3 others. 13-ft beam recent ribbon mahogany interior, newer teak deck, brass fittings, hot water, wood stovie & yes, a tub. Owner has bought larger boat. Asking \$25,000 b/o. OWC a small portion w/large cash down. Call (415) 339-3996 (h), 338-7101 (w).

CREALOCK 34, 1989. The perfect liveaboard/bluewater cruiser. Maintained by original owner in mint condition. Full teak interior, sleeps 6. Cutter rigged sloop, detachable forestay, roller furling headsail, full batten main, dodger & much, much more. Call for full list of equipment inventory. Please, no brokers. \$130,000. Alameda, CA (408) 253-6034.

36-FT ANGLEMAN SEA WITCH "Golden Hind". Gaff ketch, wood hull, teak decks w/8-ft sailing rowing pram, excellent condition. New: electrical system, diesel heater, sail covers, interior cushions, Avon dinghy & 5 hp Seagull. Located Monterey, CA. \$63,000. (408) 442-9656.

J36. Excellent racing or cruising. B&G Loran, refrigeration, dodger, diesel, full sail inventory & more. \$65,000. (213) 376-4960.

35-FT SANTANA. (Built by Schock.) Excellent racer/cruiser, diesel, rod rigging, anodized spar., 11 bags of sails, Loran C, VHF, knotmeter, digital compass, depthfinder (complete equipment list upon request). \$35,000. (714) 546-1653 (w), 675-5129 (h).

32-FT ATKINS "ERIC", 1956. Marconi ketch, mahogany/oak, Yanmar '88, 9 bags, Autohelm 2000, propane stove, Force 10 heater, radar, ground tackle, etc. \$24,000. J.O. Call (818) 996-5497 (Iv msg). S.A.S.E. 18715 Runnymede, Reseda, CA 91335 (info.).

CREALOCK 37, 1978. Reduced to sell. Excellent condition, fully equipped for cruising, engine & cruising gear new in 1988-89, beautiful oak & teak interior. \$96,500. (503) 899-7564.

SANTANA 35 "DREAM MACHINE". 1988 National champion, also YRA Season champion family racer/cruiser. 40-ft berth at St. Francis on Marina Blvd. (ultra prime). \$38,000 spent on upgrades, mast, rudder, boom, new engine, sails. Asking \$39,500. Call John Aitken 366-9211.

WESTSAIL 32. Factory built, original owner, documented, all white hull w/red boot & light blue deck. Solid lead ballast, bright work immaculate, dodger, bimini, cap rail covers, side panels, brand new cruising spinnaker & full-cut Yankee jib by Hood, genoa w/whisker pole & working sails. Perkins engine w/105 amp alternator. Refrig., cabin heater, VHF, external phone, AC electrical, stereo, screened, sailing dinghy plus Avon inflatable, 2 large CQR anchors. Standing rigging replaced & mast, boom & underhull refinished by Svendsens in '87. Ballena Bay. Best offer mid-40s. (408) 942-4245 (days), (510) 820-3710 (after 8 pm).

FUJI 32 CUTTER, 1977. Great for coastal, Bay, & Delta cruising. 40 hp diesel, roller furling jib, h/c pressure water, CNG stove w/oven, shore power w/charger. \$32,500. (415) 435-3902

CATALINA 36,1987. Excellent condition, bottom newly painted, roller furling, Autohelm, refrigeration, cockpit table, Loran, Signet instrumentation, VHF, CD player, C&G oven, dodger. \$60,000. (510) 551-7853 (h), (415) 927-8225 x223 (w).

36-FT GARDEN KETCH. Great condition, built in 1967 by R. Fung shipyard, Hong Kong. Teakhull, 40 hp diesel, great liveaboard, over 6'5" headroom, extra sails. \$30,000. (415) 331-6708.

33-FT CUSTOM STEEL CUTTER. Merritt Walter designed double-ender, 32hp diesel, cherry wood interior, extensive equipment list, Bristol condition. \$48,000. Call Ken (415) 428-4023.

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RANGER 33-FT. Excellent condition. New cushions, paint, varnish, compass, etc. Great cruiser or racer. 2-boat owner. Sacrifice \$17,500. (213) 823-1866.

CUSTOM CHOATE 33 BY MULL. Built for 1978 3/4 ton N.A. Modified extensively by Schumacher in 1981. Stern, cockpit, 2 cyl. Yanmar, keel rudder, fore peak. Category II equipped, 5 Signets, 8 barients/Navtec hydraulic, complete racing gear w/13 sails, cruise 6 w/mech. ref. & CNG, 2 water tanks, last PHRF rating - 126. Consistent winner, strong in all conditions, ready to race w/new bottom. Recent survey, equip. list, photo available. \$42,000. Call (213) 821-9555, (213) 479-0116 (eves).

YAMAHA 33.5, 1978. 2nd owner, excellent condition, racer/cruiser. Wheel, Yanmar diesel, folding prop, Loran, Auto, VHF, depth/knot, AM/FM cass., sleeps 8, lots of storage, have all receipts. \$30,000 b/o. (916) 927-8770.

ISLANDER FREEPORT 36, 1978. Bplan, Perkins diesel, CNG, roller furling, dodger, windlass, Loran, radar. Detail sheet available. \$73,900. (408) 655-1479 (Monterey).

NEWPORT 33, 1983. Fast & easy to handle, great condition, 20 hp Universal diesel, wheel, main - 65 - 110 - 150%, excellent condition, VHF, KM, DF, CNG stove/oven, h/c pressure water, stereo. \$29,500. Call Lance (510) 658-2367, (510) 254-9169 (after 5 pm).

ISLANDER 36-FT w/condo slip#4 loc. at Portobello Marina, Embarcadero W. at Oak Street, Oakland. Cutter rigged vessel, dodger, chain anch. sys., P4108 diesel, 8 barients, Signet gauges, epoxy bottom, lead keel & more. Call for list. \$79,950. (415) 763-0512 (eves to 11 pm).

35-FT SLOOP, 1965 CHEOY LEE. Arthur Robb design. All teak hull in excellent condition. Needs engine overhaul. Dissolving partnership, so must sell. \$23,000. Call (510) 302-5361 (w), (510) 638-0603

CATALINA 36. Pristine sloop w/Autohelm, dodger, Loran, VHF, charger, fridge, custom cedar lockers & track lighting. Excellent equipment & hardware. Comfortable, fast cruiser. \$63,500. Call (510) 934-7605

34-FT NICHOLS YAWL. Built 1961. Glass over ply hull w/good lines. Excellent structural condition, lead keel. Warm cozy mahogany interior. Sleeps 5, Atomic 4 Inboard, recently overhauled, 6 sails, South Pacific veteran. \$13,500. Call Lisa B. or Kevin (415) 885-6245 x003 (lv msg).

1965 PEARSON VANGUARD 32-FT. Very nice & clean, new rigging, sails & dodger, etc. Ready to cruise. \$26,500. Call Brad (415) 454-4999.

"SPIRIT'FAMOUS 33.5 Sparkman Stephensflush deck sloop. Mah/oak/B2. Yanmar diesel, 19 sails, superb performer w/world-wide racing/cruising history (see Sept. Latitude 38). Ready to go, Sausalito berth. She's a gem. \$35,000 b/o. Call 331.8666

CHRISTMAS BOAT. Buy this boat & still have money for presents 32-ft Clipper Marine, 1976. Great family Bay cruiser. Attractive, center cockpit fiberglass sloop w/3.5-ft draft. Simple rig, wheel steering w/large compass, 15 hp auxiliary & ground tackle. Has shore power, phone hook-up, h/c pressure water, shower, icebox, VHF & stereo. Sleeps 6. Depthsounder, knotmeter & stove need work. Otherwise in great shapel Lying Oyster Cove. Asking \$12,400. Call Charles (415) 856-6941

O'DAY 34 SLOOP. Solid, fast cruiser well-maintained. Upgraded interior & hardware. Excellent for liveaboard, income potential. Nice boat, great price. Asking \$34,950. (408) 479-7606 (eves/mso)

SANTANA 35 in like-new condition. Available for lease. Consider short term/long term, special event or midwinter series. Option on purchase price - \$35,500. Complete sail inventory. Sail training & racing primer included. Fees & deposit variable. Call Les (707) 938-3446.

CUSTOM FARR 36. Has fire damage (see *Latitude* "Sightings" 4/91). Cold molded, custom paint/graphics, epoxy/Micron bottom, safety gear, 8-man raft, feathering prop, B&G, VHF, SSB, 12 bags sails. Rebuilt spars, new diesel & running rigging. \$20,000. (510) 532-9306.

HERITAGE 37, "TROUBLEMAKER". 1976
Morgan design one ton. Recent upgrades. New
UK racing inventory, new sheets & guys. Signet
2000, Autohelm autopilot, propane stove, refrigeration, Volvo diesel, Loran, VHF, stereo, new
cushions, covers. Excellent older IOR design w/
nice interior. Transpac vet. \$35,000. Will deliver
West Coast. Call Dave or Carol (310) 547-3929.

PEARSON 35, 1970. New diesel, Aries vane, h/c water, shower, Avon liferaft, heater, refrigeration, new Loran, spinnaker & depth, stereo, 25 amp charger, windlass, 4 anchors, hard dinghy, o/b, twin poles, wheel, loaded. 2-boat owner. \$39,000 b/o. (415) 897-8209.

35-FT FIBERGLASS CUTTER, roomyl 7-ftheadroom, galley, head w/bathtub, sleeps 6, aluminum mast, sails, diesel, sails great. Also: 36-ft houseboat, 8-ft ceiling. Comfortably equipped. Both boats have liveaboard berths in Marin. \$19,000 each or trade either for Mercedes-SL or ? (415) 453-6961. SANTANA 35, 1984. "CHEERS", newest on Bay, many upgrades, excellent condition inside & out. Must see & sail to appreciate. \$47,000. (510) 237-7370, (510) 866-5417.

40 TO 50 FEET

ERICSON 41-FT SLOOP, dark blue hull, 60 hp Isuzu diesel, monitor, Furuno, Magnavox SatNav, 60 lb. CQR, 230-ft chain, 180% hoop jib w/Harken furl, spinnaker w/chute scoop, storm sails, 6-man liferaft, Fatty Knees sailing skiff, solar panels, propane Force 10 BBQ, cabin heater, 3-bumer stove w/oven, Wolter water heater, emergency water maker, survival suit, new dodger, canvas & cockpit cushions, mahogany interior w/green mohair upholstery. Moss Landing slip. \$72,000. (408) 757-5866.

50-FT GALVANIZED STEEL pilot house schooner. Colvin design, launched 1984. New Ford BSD97 diesel & 2:1 reduction gear. Dacron sails, electronics, ample storage, sleeps 8. Great blue water cruiser, boat Insulated & dry, no mold, moisture or odor. Owners living aboard. Asking \$160,000, try offer. Boat located Ft. Lauderdale, Florida. (305) 764-7155.

MASON 44 KETCH, 1986. Quality yacht impeccably maintained. Cruise equipped by experienced owner. Top brand equipment includes 4.4 kw Westerbeke auxiliary generator, Technautics cold plate, Nilsson electric windlass, Autohelm 6000, SatNav, Avon & much more. By ofiginal owner. \$210,000. (805) 984-8739.

FORCE 50. William Garden new raider, Loran, refrig. & freezer, sail covers. Recent survey. \$150,000. (510) 232-7905 (days), (510) 232-6564 (eves).

1979 WESTSAIL 42 YAWL. Great boat for the serious cruiser. Factory custom finished for comfort & safety & loaded w/gear, oversized rigging, teak decks, tall rig., Perkins 85 hp, Onan 7.5 kw gen., 300 gal. each diesel/water. Ham, radar, radar alarm, VHF, ADF, Marina Fax, 2 Autopilots, GPS, etc. Full bimini, lots of sails, ground tackle, Avon w/outboard. Call for info/pictures. Must sell \$107,000 offers. (714) 646-9927.

40-FT VALIANT PILOTHOUSE. 1980 by Unifilte. Much better than new. One owner, professionally maintained, outstanding cruiser/liveaboard. Amenities include: Wood-Freeman auto-pilot, Grunert refrigeration, Furuno radar & Loran, Lewmar winches, dual steering, Westerbeke 58 diesel, make this one of the finest cruisers in the NW. Call for picture & specs. Asking \$175,000. (408) 371-0180.

CRUISING CAL 40. Modified interior w/private mooring in San Carlos, Sonora. \$55,000. Call for complete equipment list. Call Jim Austin (213) 935-7671.

DEL REY 50, 1986, 45-FT. Factory made fiberglass hull & deck, 12,500 lb. lead ballast, inexpensive storage/working area. 3-53 diesel w/2:1 reduction gear. Diesel stove, W-C heads, misc. \$13,500 firm. (510) 932-4339.

40-FT PASSPORT, 1985. Lots of cruising gear, including solar panels, watermaker, Ham/SSB, 5 headsails, Avon dinghy, Suzuki o/b, radar, Loran, Autopilot, dodger, 2 heads, 2 staterooms, refer., freezer. \$150,000 or trade for real estate. (619) 260-1723.

ISLANDER KETCH 40-FT motorsailer, 1972. Center cockpit, fore & aft staterooms, 2 heads w/ showers, 100 hp diesel. Lots of teak. Recently renovated, Tahoe boat currently in Delta. Nice shape. \$59,090. Call (916) 541-2388, (916) 541-5826.

FAST-40, 1982 #104 PHRF rating of 81. Ultra light 40-ft sloop, with trailer, 8-ft beam, retractable bulb keel, 6 sails, 10 hp Honda o/b, many extras. Will deliver West Coast. Fun to sail! \$27,500. (208) 343-8578 (eves).

FREEPORT 41, 1976. New engine, new electronics, epoxy bottom, radar, SatNav. No agents. \$65,000. (408) 252-7391.

41-FT S&S YAWL, 1961. Double planked mah/ yacal, Volvo MDII, excellent hull, hauled/topsides 10/90. Ext. rebuilt. \$47,500. (415) 521-6513 (after 5 pm).

40-FT MOTIVA STEEL KETCH, 1981. Sailed from Denmarkto San Francisco by owner. 120 hp diesel, autopilot, 2 steering stations, dinghy, refrigerator, stove, navigational electronics. Very suitable for living on board. Replacement value \$175,000. Needs work. Sale/lease \$68,000/\$700/month. (408) 338-9733.

SWAN 41, 1976 S&S DESIGN. Harken roller furling, headsail, Signet instruments, SSB, Loran, sailor RDF, VHF, Alfa 3000 AP w/remote, CD & cassette player, Alder Barbour refrigeration, h/c pressure water, double bunk aft stateroom, custom woodworking & various other modifications throughout. Professionally maintained. (510) 769-0878.

40-FT GARDEN KETCH, 1973. A beautiful boat, So. Pacific vet, large sail inventory, propane, AP, windvane, 2 anchors, 300-ft of chain & 300-ft of rode, 80 hp Ford diesel, aluminum mast, great liveaboard & cruiser, generator. Firm \$58,000. (415) 366-2022.

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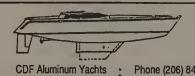
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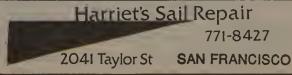
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1974 MAPLELEAF 48-FT. Large main salon, modem galley, 2 staterooms, 2 heads, 1 w/shower, 100 hp aux., 7.5 kw gen., 3 headsails, 2 mainsails, 1 cruising spinnaker. Motors & sails impressively. \$99.000. Located in Alameda. (510) 769-1932.

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HANS CHRISTIAN 43 KETCH on high performance hull. Recently surveyed "better than new finish." New Awlgrip, new tropical awnings, covers & dodger, decorator interior in tile, ultrasuede & stained glass, workshop, ocean sailing chart table. Ready for NW living w/full insulation, bathtub & diesel heat. Neco a/p, Ham, VHF, radar, 2 anchors, 300-ft chain. Ready for the world. \$164,950 b/o. Call owner (206) 783-2320.

41-FT FORMOSA FIBERGLASS KETCH. A full keel cruising liveaboard built in 1974. New Perkins 4-108 diesel. New radar, Loran-C & a great deal more. I am selling due to illness. \$42,000. Please call Jim (415) 347-0514.

47-FT SLOOP S&S. One of S.F. Bay's most beautiful & well-constructed wooden yachts. To see her is to love her. Sleeps 7, large cockpit, autopilot, electronics, many sails. 2-boat family. Must sell or partner. \$67,500. 331-0907.

TRADE FOR NORTH BAY CONDO/HOUSE up to \$200,000. My 44-ft fiberglass ketch, center cockpit, dlesel, very good condition. \$112,500 value + cash. (415) 332-1986.

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58-FT CUSTOM STEEL KETCH. Divorce sale, 15-ft beam, launched 1988. Fresh 471 Detroit. Full electronics, full galley, wet bar, 2 heads & shower. Large salon, 3 staterooms, large fore peak storage. Hauled 7/91. \$134,000. Call (707) 421-8267, 553-1861.

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103-FT KETCH, 1910 BALTIC TRADER. Fulltime professional crew. 1/8 interest gets 2 vacations/year. See half-page display ad elsewhere in this issue.

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CLASSIC 30-FT SAIL. T-Harrison-Butler design. World cruiser, built 1950, Malaysia. Flush deck, Merbau (teak) on Chengal copper fastened, Yanmar diesel, 1983. Asking \$30,000. Call (206) 258-6700, (206) 444-6837.

18-FT WILLIAM ATKIN DESIGNED SLOOP "Gretchen". Mahogany on oak, bronze fastened. Insides need finishing. Never been launched, professionally built. Plans included. \$1,950. (415) 846-3941.

JOHN ALDEN DESIGN #606, 1936 42-ft canoestem ketch, new turbo-diesel, fuel tanks. Heavy displacement vessel built in Portland, Oregon by master ship builder August Nelsen. \$80,000 invested, asking \$40,500. Consider all offers. Call James or Gwendolen (408) 662-1534 (Iv msg 24 hr).

1910 GAFF-RIGGED KETCH, 103-ft, just completed refit in Portugal, 1/8 partnership interest. See half-page display ad elsewhere in this issue.

MULTIHULLS

THE ULTIMATE CRUISER/RACER, 31-ft Farrier F9A trimaran. Bigger, faster, better than F-27. 25% more sail, 6'2' headroom, sleeps 6, galley, head, legal trailer width, weight 3,000 lbs., epoxy/cedar. Under construction, will finish to your specs. (916) 899-1835 (eves). Chico, CA.

37-FT .CROSS CATAMARAN, bonded in the Neuvo Vallarta Marina for 5 years. Why sail up & down the coast? Fly there. Call Jim Tompkins at (619) 934-3692 (eves only, person-to-person, no msgs), or write P.O. Box 7402, Mammoth Lakes, CA 93546.

41-FTTRISTAR, Airex F/G, diesel, A1 mast, roller furling, hyd. steering, autopilot & much more. Sleeps 7. Now located in Sea of Cortez. View by appointment, contact Carlos Solis by phone (682) 52112 or Fax (682) 55900.

34-FT BROWN SEARUNNER. Mex. vet. Documented diesel, ref., 6 sails, roller reef, West system, cruiser equip., out of water, needs cosmetics. \$20,000 b/o. (510) 547-7257.

32-FT PIVER TRIMARAN. Excellent condition w/ 10 hp Honda o/b, new paint, wheel steering, propane stove/oven, life lines, double trapeze, compass, etc. \$15,950. (510) 522-2391.

30-FT PIVER TRIMARAN. Must sell, willing to sacrifice. Well-equipped, comfortable cruiser. Needs mast. Call for info. (707) 829-3428.

NORMAN CROSS TRIMARAN. Ketch rigged 36'5" x 21'. Airex (means hulls are totally impervious to dryrot). 42 SHP VW Pathfinder diesel. 6 large Arco solar panels, reefer/freezer. Propane shower, watermaker. Recent haulout & spray painted w/2 coats Imron by Dupont. Full galley. Inventory: loaded! Just add water/groceries & gol Write owner for full details & recent survey report. Robert Johnson, 561 Keystone Ave., #108, Reno, NV 89503-4304. Fax (702) 322-9924. Location Hawaii, asking \$65,000.

31-FT BROWN SEARUNNER. Best of the best. 9.9 hp o/b, excellent condition, knotmeter, solar, first class joinery, construction, materials, stained glass cabinet front, custom logo on mainsail, a little jewel. Ready to head south. Price reduced. \$13,500. Call Bob (415) 662-2314.

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TRIMARAN HAULOUT. December special. Lowest rates in town. (415) 431-6666. \$8/ft, \$1/ft Lay Day.

40-FT PILOTHOUSE TRIMARAN. U.S. documented, Williams design, professionally-built Canada. Dual-station hydraulic steering, autopilot, Cruise-ready: 7 sails, dinghy, 4 hp o/b, 50 hp diesel, Fugunò 24 mi. radar, Loran, more. Nice liveaboard: beautiful interior, 4 berths, aft-cabin. \$49,500. P.O. Box 14238, Fremont, CA 94539, (510) 226-7119.

28-FT WHARRAM CAT. F/G over ply - all sound. No leaks, 16 hp Suzuki, good rig, double forestay, 3 sails, all good shape. Anchors, chain, rode. Battery, lights, VHF. Nice boat in Port Sonoma berth. \$4,000 b/o. (415) 868-2522.

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56-FT HOLIDAY MANSION CROWN ROYAL 1976, twin 318 CI Chryslers, 7.5 kw generator, fresh survey, reconditioned fiberglass, excellent condition, 16 knots, washer/dryer, cable TV, phone, microwave, trashcompactor, central/vac & more. Liveaboard. \$89,000. (415) 634-7157.

SUNDOWNER TUG, 30-FT. Perkins diesel, all the comforts of home, CNG oven, microwave, reefer, 12 & 110 volt elect., h/c pressure water, teak-lined cabins, roomy aft deck for fishing or loafing. Call Bob (415) 373-7487.

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LIVEABOARD W/BERTH. 40-ft Chris Craft 1947 classic, tri-level, aft cabin. No englnes. Unique, beautiful home/office. Excellent move-In condition. Shower, full galley, built-ins. Parking, sec. gates, laundry & showers. Conv. central San Rafael. \$25,000 firm (terms negotiable). Call 456-8410.

46-FT CHRIS CRAFT CONSTELLATION, 1951.
Top of the line classic motor yacht, very spacious & comfortable. All new paint & furnishing. Twin Chrysler engines. Only 300 hours. Nice location. \$35,000. Owner financing, trades, offers. Call John (415) 368-7018.

1928 50-FT CLASSIC STEPHENS M.Y. Located in Sausalito. Excellent condition throughout. Beautiful brightwork. Spacious interior w/full galley, 2 staterooms, 2 heads & shower. Flybridge. Twin diesel. \$125,000 or partial trade for real estate in Southern Marin County. 398-2159.

PARTNERSHIPS

TIMESHARE 36-FT ISLANDER SAILBOAT. An elegant sloop for sailing & entertaining. Interior is mahogany, dark blue velour cushions, teak & holly sole. Roller furling jib, self-tailing winches, wheel steering w/Autohelm 3000 autopilot, wind direction/wind speed, depthsounder & knotmeter, 27 hp Westerbeke diesel, 2 pairs of 12v batteries, VHF, AM/FM stereo cassette radio, color TV & VCR, mahogany-finished cabinets w/canewebbed fronts in salon, DC refrigerator, h/c pressure water, shower, LectraSan sanitation unit (Coast Guard approved). Berthed at Emery Cove, Marina, Emeryville. \$300/month. Call (415) 753-3607

TIMESHARE: 1987 CATALINA 30 berthed at South Beach Harbor. Well-equipped w/furling jib, wheel, diesel, etc. All inclusive \$185/month for seven split days - approximately \$27/dayl One year term after quarter trial. Mel (415) 342-3012.

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42-FT CUSTOM SLOOP. Built in New Zealand. No money down - share 1/4 of expenses. Gentlemen's racing/cruiser. Berth in Sausalito. Boat is well-equipped & excellent entertaining (can handle 12 people on a day sail) or PHRF (social) racing. Call Bill (415) 331-7335.

103-FT BALTIC TRADER, 1910, Lene Marie, gaff-rigged ketch. 1/8 partnership interest. See half-page display ad elsewhere in this issue.

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TIMESHARE OPPORTUNITY. Enjoy our professionally maintained, well-equipped Ranger 33. Prime upwind Berkeley berth, roller furling, knotmeter, depthsounder, Loran, VHF, LectraSan head, CNG galley, wheel, safety package, etc. 24% usage includes berthing, insurance, fuel, maintenance, etc. \$200/month. 525-7477 (eves).

AMERICA'S CUP SPECIAL. Why rent when you can own? Share in custom 32-ft extgremely roomy F/G sloop. DSL, eng., 2 queen berths, full head, galley, extras. 2 min. from S.D. Airport. Pool, sauna, gym, restaurants. Discount rates. \$7,000. Call (619) 226-5754 for info. & literature.

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OLSON 30 for charter, not sale, for part or all of the 1992 season. We use the boat for beer can races out of Sausalito & Tiburon & for occasional daysails. That still leaves her free for the Olson 30 one design season, plenty of daysails & other fun. Have near-new North main & jib, other sails are older. Fiscally & otherwise responsible parties only. 435-5165.

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SWAP - 100 DIFFERENT BACK ISSUES of Latitude 38 for 1/2 oz. Express 27 spinnaker. Latitude 38 in excellent shape, read once or twice. Hope spinnaker is comparable. I will ship magazines from Laguna Beach. Ants (714) 476-7636 (anytime).

SINGLE FAMILY RENTAL HOUSES, Sacramento, CA or bare land to trade for fiberglass or steel 45-ft wide beam sloop/cutter sailboat for blue water world cruising. Boat location unimportant. Call Bill Crosby. (916) 635-7447.

SELL/TRADE 37-FT LOD HANNA KETCH, 1960. Ten year major rebuild, launched 1989. Volvo 36 hp/Loran, VHF, SSB, DS, OMEGA heavy-built cruising double-ender, live aboard survey, replacement \$90,000, market \$45,000. Must sell, will consider all offers for immediate sale. Call (510) 523-4038.

SPANISH MEDITERRANEAN HOUSE & land to trade for sailboat. Seeking sound, blue water cruiser, minimum 2 staterooms, 2 heads, must sail well & have fine lines. Contact Graham, 1596 Vista Claridad, La Jolla, CA 92037.

TRADE FOR NORTH BAY CONDO/HOUSE up to \$200,000. My 44-ft fiberglass ketch, center cockpit, diesel, very good condition. \$112,500 value + cash. (415) 332-1986.

WANTED

SHARESLIP - tie up for 13-ft Guppy (shallow draft daysailer) in/near Richardson Bay. No utility hookups. Lv. message re location/cost. Call 454-0395.

IF .. YOU'RE PAYING FOR A BOAT you hardly use, but can't bear to sell, a sailing couple will pay moorage costs for use of boat. Will accommodate your schedule. Refs. available. Call Kevin (415) 331-9286 (lv msg).

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EXECUTIVE, 40, ASA/ACC certified w/experience on Bay/coast looking for rent/lease/share/ other arrangement for 35-40-ft immaculate/well equipped sailboat for family cruising weekends/ vacation. Time schedule does not warrant own boat. East Bay preferred. Please write advertiser. 6262 View Crest Drive, Oakland, CA 94619.

USED LASERHULLS. Four "experienced" (read: cheap) Laser hulls for Sausalito YC junior program. We have rigs, parts & sails, but could always use more. Let's make a deall Call Lee Turner (415) 461-7608 (eves).

LIVEABOARD OR HOUSEBOAT WANTED by professional yacht captain & wife for winter. Maintenance/woodworkstoneworkpossible exchange. College educated, first class references. Leave message for Skip (415) 927-3817.

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SLOOP/CUTTER 45-FT wide beam, large salon, fiberglass or steel sailboat. Have single family rental houses in Sacramento and/or bare land to trade. Also 87 Bayliner 2850, like new, 99 hours - trade/sell. Bill Crosby (916) 635-7447.

LIVEABOARD 35-FT+ power or sail. Clean & neat individual willing to pay up to \$500/month to help offset payment & berth fees. Will go ashore when in use. Call Steve (510) 639-5823 (voice

CLASSIC YACHT WANTED. Established professional S.F. couple seeks a 40-60-ft classic, proper yacht, sail or power, moored in Sausalito or S.F., as liveaboard. Will consider minimum 12 month rental (\$1,000/month range for the right boat, all inclusive), long term lease w/purchase option, or outright purchase agreement. Call Michael Klein weekdays 398-4134.

SLOOP 30-FT OR LESS. 1986 or younger. Only in top condition. Diesel, furling jib preferred. Cal 2-27 first choice. List all equipment w/ace cash buyer. (415) 435-2777, Fax (415) 435-7620.

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3-BURNER PROPANE STOVE w/oven, \$275. 2burner kerosene stove w/oven, \$150. Walker knotlog, \$140. Trolling generator, \$180. Avon Redcrest w/2 hp Yamaha, \$750. 200-ft 1" Manila anchor rode, \$75, 883-3427.

SPINNAKER & STAYSAIL, 40-ft boat or thereabouts. Spinnaker 3/4 oz, luff/leach, 46-ft, Foot 26.5-ft, double-stitched, seldom used, \$1,500. Mizzen staysail, 3/4 oz., luff 26-ft, leach 24-ft, foot 20.5-ft, seldom used, \$550. 215-0293.

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SATNAV - Magnavox MX 4102, current production model. Includes B&G interface & antenna. \$1,200 b/o. (415) 441-0197, (415) 331-1924.

4.5 HP EVINRUDE, long shaft, gas switch, vintage 1981. Approx. \$400 spent by previous owner, runs great. \$395. Steve or Ralph (510) 706-0292 (9 am - 5 pm).

SATNAV NAVSTAR 2000 w/ant., \$400. (415) 461-2260 or P.O. Box 11092, San Rafael, CA 94912 (Otto Bortfeld).

COMPLETE RIGGING FOR "FIREFLY". Olympic class sailboat. Mast, boom, sails, centerboard, rudder, tiller, winches, fairleads & more. \$700. (707) 887-7873.

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MAINSAIL & BOOM from Sabre 34. Luff = 38.08ft, foot = 10.83-ft, boom overall length = 11.3-ft. \$500. Call Robin (415) 332-4104.

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USED SAILS. Furling genoa 7.5 Dacron w/white UV Dacron furling cover leech & foot luff = 55.4, foot = 26.4, leech = 51.8, LP = 24.52, area - 679, #6 luff tape, \$450. Truradial spinnaker 3/4 oz., luff - 55.5, foot = 29.5, area = 1637, red & white, \$550. Mylar genoa 3.4 oz., luff = 57, foot = 26.6, leech = 53.6, LP = 24.84, area = 708, \$370. Call Robin (415) 332-4104 (9 am - 5 pm).

MISCELLANEOUS

SURPLUS BOAT BOTTOM PAINT. Hard red vinyl anti-fouling bottom paint. Mfg. Woolsey 72% copper. Reg. \$180/gal., my price \$50/gal. Also black vinyl available. Other mfg. available. Intl's Micron CSC. List \$214/gal., my price \$50/gal. Primer epoxy \$10/gal. (415) 588-4678.

DO YOU NEED A RELIABLE, CLEAN & honest couple to babysit your house in your absence? Brian & Lisa have many references & would be happy to discuss this w/you. Why not call them 459-4063?

SURPLUS STUFF: Windsurfers from \$100 complete, rowing shells from \$600, sea kayaks from \$300, AMF catamaran 16 & 18-tt from \$750, Cal 20 sails cheap, Islander 28 sails cheap, Yankee 26 \$5000, Big Boat sails cheap (65-ft luff), misc. windsurfing sails & equipment, old outboards & much much more. Come by any weekend to the U.C. Aquatic Center at the Berkeley Marina to see all the good stuff! (510) 642-4000.

DINGHY DAVITT/CRANE NEW!! White Awlgrip over aluminum, 400 lb. capacity. Cost \$1,500. Will sell for \$500. Very high quality. Call Marshall 383-1356.

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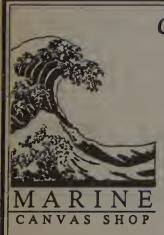


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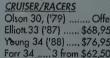
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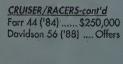


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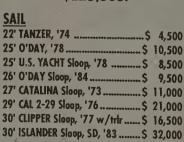
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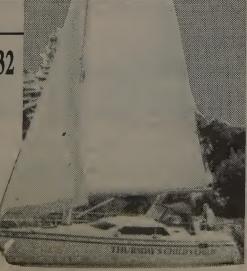
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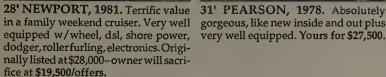


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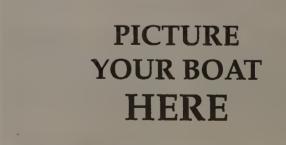
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